

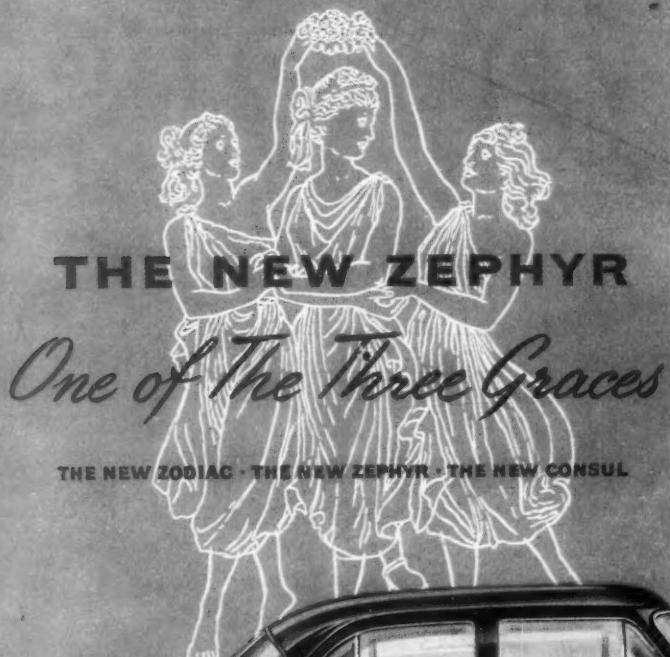
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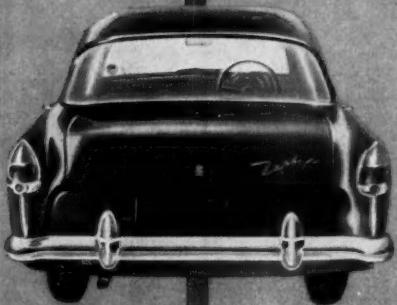
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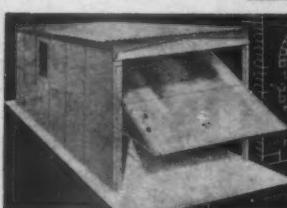
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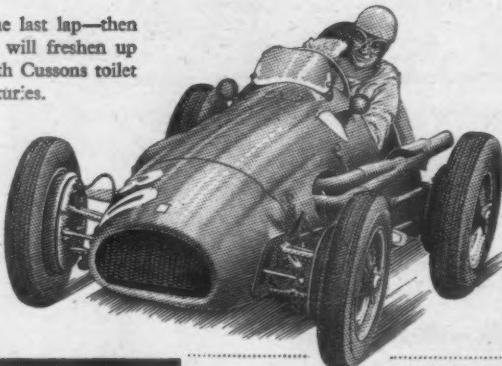
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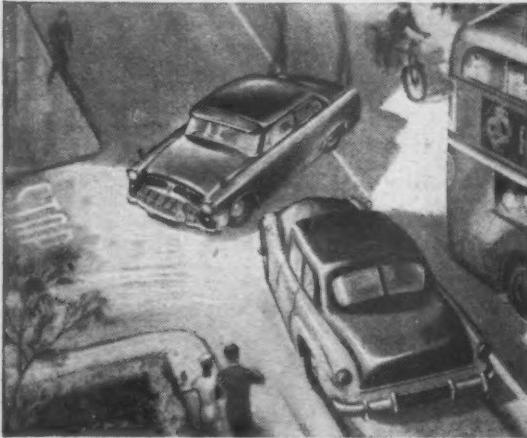
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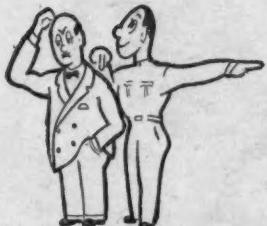


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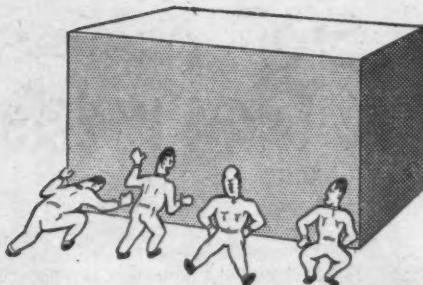
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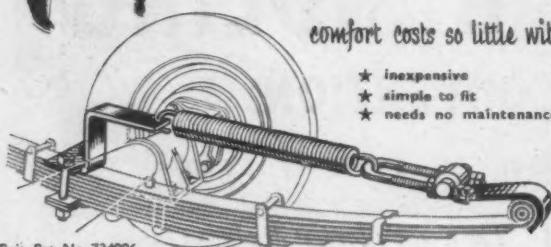
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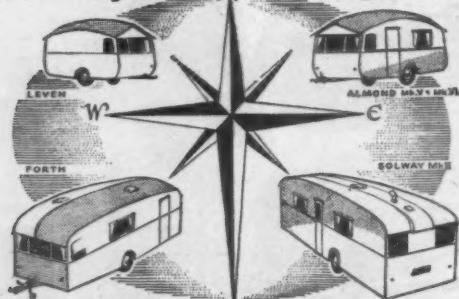
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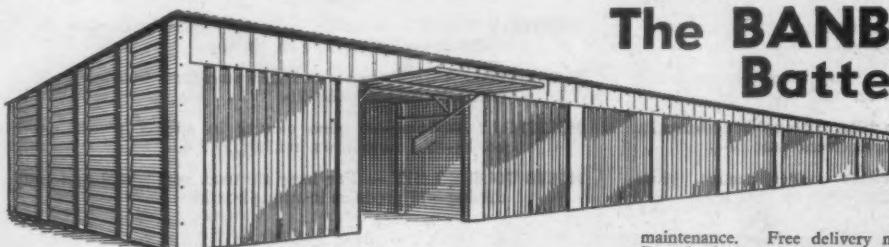
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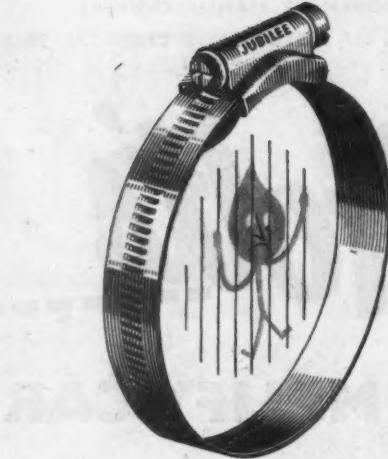
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The Autocar

FOUNDED 1895

No. 3150

Friday, 4 May 1956

Vol. 104

Which Switch?

BY comparison with their counterparts of the 1920s and 1930s, many cars of today have, unfortunately, lost something of their individuality. This observation does not, however, apply to the switches, levers, knobs and dials, a growing diversity of which are used to perform similar functions in different vehicles. We wonder if this particular form of detail individuality is desirable.

Driving, as we do, a large number of British and foreign cars, we are in an advantageous position to judge which of the many positions and types of switch and lever seem to come to hand most easily and to function best. We are also less likely to find that familiarity with one or other kind has influenced our judgment.

Undoubtedly one of the groups of switches to be considered most carefully is that concerned with lights. Switches which are other than quick and easy to find and operate may actually impair the safety of one's driving. The majority of Continental cars now seem to employ hand dip-switches; many British and American cars are foot-switch equipped. With clutchless cars the left foot is conveniently available for such work, but for a car on which frequent gear changing is required a hand switch is often to be preferred. And, incidentally, should owners of "clutchless" cars practise left-foot braking?

Recently overdrives have found a place on many production cars. Some are kick-down operated, some by the gear lever itself and others, again, by a hand switch. When hand-switch-operated, might not an agreement be reached among car manufacturers as to whether overdrive shall be in or out or up or down?

Several other examples could be discussed and reference might also be made to the markings on instrument dials (we have in the past advocated colour segments to indicate normal working ranges and limitations). It will suffice here to mention these thoughts and suggest that British manufacturers might find it advantageous to get together in committee and decide how much standardization and how much variety is desirable from their own and the motorist's points of view. Where safety might be directly concerned, there is undoubtedly much in favour of complete similarity of control between one car and another.

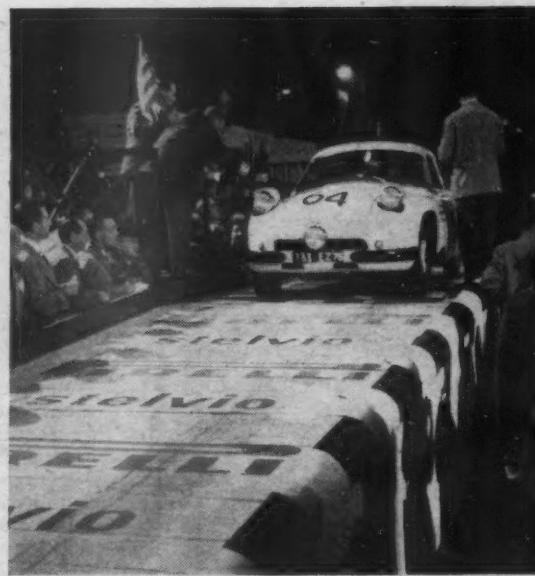
Round the Corner

THE strongest hint as to the nearness of gas turbine cars is contained in Roger Huntington's remarks about the Ford estimates of cost for manufacture of turbine blades. Depend upon it, most of the turbocar problems are production problems; indeed, the 3,000-mile Chrysler run across the continent of America is sufficient proof of that.

The General Motors turbine car, XP-500, points in a similar direction. In using a gas generator of the Pescara free-piston type, the Corporation is seeking to lower the temperature of the gases which impinge on the turbine blades. If that is done successfully they may no longer need to be made in one of the special heat-resisting alloys that are so intractable; or, even if that should still prove advisable, the blades will not be subject to some of the worst effects of great heat: creep, and the difficulty of maintaining the critical clearance between the blade tips and the casing.

The astonishing qualities of these alloys can be appreciated by the news that recently they have been made to withstand temperatures in the neighbourhood of 1,000 degrees Centigrade. Indeed, but for the development of such metals—typified over here by the Henry Wiggin Nimonic series—the gas turbine might well have remained what it had been for 50 years at least—a pipe dream of the scientist.

The (metaphorical!) march of the mercury upwards is still a march towards efficiency, for the higher the gas temperature the greater the efficiency and the less the petrol consumption. The Chrysler turbocar—albeit at a moderate speed—achieved an m.p.g. figure directly comparable with that of big piston-engined American cars, and the gas turbine does not fuss about octane numbers. All in all, it seems more certain than ever that the turbocar is round the corner. Who is going to lead the march into production? Rover, the pioneers? Austin, who have demonstrated a turbine-driven Sheerline? Or one of the American Big Three?



Brand's little D.B. has taken up its starting position under the flood-lights. The time is almost 11.29 p.m. on the Saturday

IN appalling weather conditions of torrential rain and of fog on high ground, Eugenio Castellotti's 12-cylinder, 3½-litre Ferrari won last weekend's Mille Miglia at a speed of 84.9 m.p.h. Following him across the line came four more Ferraris—Peter Collins, Luigi Musso, Manuel Fangio and Oliver Gendebien. Last year's winner, Stirling Moss, whose Maserati was not ready until the day of the race, retired at half-distance.

Though unplaced in the general classification, British cars featured in the class results. In the up to 2-litre

class for sports cars with a basic price limit of 2,000,000 lire, M.G. As came second, third and fifth, with a Triumph TR2 in fourth position. In the over 2-litre section of the same class, a Jaguar won, with an Austin-Healey second. In the 1,100-1,500 c.c. sports car class M.G. As were fourth, fifth and sixth, beaten only by such potent and expensive opposition as Osca, Maserati and Porsche. Finally, in the 1,300-1,600 c.c. section of the special series production class, two Sunbeam Rapier, on their first international race, came second and third.

The drivers of open cars had a formidable task to keep going in the weather conditions that lasted throughout the race, and great credit is due to the women crews of open cars—Nancy Mitchell, Pat Faichley, Annye Bousquet and others. Mrs. Mitchell and Miss Faichley (M.G. A) were third in their class.

Like the Targa Florio and the Tour of Sicily, the Mille Miglia is individual; it is a hark back to the old days of town-to-town racing, it is run over 990 miles of normal public roads, with very fast stretches—as from Ravenna to Pescara where Moss' average last year was 140 m.p.h.—and the slow, winding section up from Viterbo and over the Futa Pass. Crowds line the route, pressing inwards as a car goes by and forgetful of the fact that it may be followed by another. The Mille Miglia is an odd mixture of race and rally. The route, as with a rally, cannot be memorized—practice lap may last for 12 hours.

Opposition to the event has existed in high places, since the present hostile attitude to motor racing arose. Signor Ariosto, of the Italian Ministry of Transport, who was in charge of the commission set up in Italy to investigate the safety measures at the various circuits, has been responsible for the decision to hold this year's event and a great many steps have been taken to ensure the safety of spectators. Thousands of troops have been stationed round the route to control the crowds and the irresponsible are to be subjected to a fine if they wander.

There is now no question of the later and slower entries finding the roads occupied by everyday traffic; the route is entirely closed until the last car has



In the cold light of dawn, at 5.51 a.m. on the Sunday, Peter Collins and Louis Klemantaski accelerate down the ramp at the start. The huge crowds stayed all night, despite torrential rain

A THOUSAND Resounding Ferrari Victory

passed. The entry limit has been reduced from last year's 600 to 400 and, to avoid the overtaking risks for drivers of the faster cars, the very slow ones have been eliminated and a minimum speed has been set for each class. The cripples will not be allowed to plod along and finish hours late; those who fail to maintain the set average will be flagged off at the next control. Finally, drivers have been accepted only after a thorough examination of their previous record.

Brescia; Sunday, April 19.

For the past three days, since scrutineering began on Thursday, the people of Brescia have decided to abandon their everyday pursuits to enter wholeheartedly into the spirit of motor racing. It holds the town. Strolling crowds, thousands strong and speaking every language in Europe, have swarmed round the cars, pestered drivers for signatures and exposed hundreds of feet of film. Every now and again the roar of an exhaust echoes round the Piazza della Vittoria as an impatient driver, moving from one scrutineering desk to another, tries to clear a way through the throng. Banners, flags, loudspeakers, model cars in the shops, bright umbrellas outside the cafés with Mille Miglia motifs in red, local en-

night. The others follow, small cars first—Renaults, Fiat-Abarths, Panhard and Morettis, with a preponderance of the little Abarth-converted Fiat 600s—small, 750 c.c. engines with a lot of work to do.

Standing on the starters' dais is Renzo Castagneto, "father" of the Mille Miglia, whose bowler hat has been famous since the first race was run. This year the bowler has been forsaken for a trilby.

There are 51 cars in this smallest class—for series production touring, and *Gran Turismo*, up to 750 c.c.—and they leave at half-minute intervals. The crowds thicken, and the troops try patiently to keep them back. Many of these smaller cars carry only the driver, and one ponders

to watch the big cars set off. The night trails by; the long stream of cars comes through . . . up on to the ramp, into the glare of the lights . . . pause at the top, and away with a roar and a wave, into the darkness.

Gradually the sky lightens and the floodlighting seems less bright; the bigger cars, the likely winners, arrive . . . the crowds—even bigger now—stir, and cheer . . . Cesare Perdisa (3-litre Maserati), Eugenio Castellotti (3½-litre, 12-cylinder Ferrari), John Heath, with the H.W.M., Peter Collins, with Louis Klemantaski, recent winners of the Tour of Sicily; Taruffi, strongly favoured in the 3-litre Maserati; Moss and "Jenks"—"barba-



Luigi Musso's 3½-litre, 4-cylinder Ferrari comes into the Rome control point and his passage is recorded by oil-skinned officials. Roughly half the race has been run

WET MILES

in the Mille Miglia

thusiasts who have desilenced their Vespas and Millicentos for the occasion and roar round the streets—the packed town has caught the motor racing fever and is determined to enjoy every minute of it.

Suddenly a car driven by a well-known driver arrives in the square—the crowds swarm across to gaze and proffer notebooks, diaries, programmes, bus tickets . . . anything on which he can sign his name. Stirling Moss arrived yesterday, on foot and unshaven, and was immediately engulfed—last year's winner, a valuable signature. For the best part of an hour he patiently and good-humouredly wrote "S. Moss" for all nationalities.

The new 3½-litre Maserati, despite the efforts of 20 mechanics who had been working on it throughout Friday, could not be completed until 7 a.m. yesterday, when Stirling took it out and climbed the Futa Pass—his first drive in the car. As a precaution, he said, he and Denis Jenkinson were taking their suitcases with them. A new favourite arrives; the crowds are fickle and Moss scurries away to escape.

So the days of scrutineering have passed and the conversation in the cafés and throughout the town has been confined to the great race. Will Fangio win . . . Collins, or Moss? Will the fuel tanks of the many, many Giuliettas come adrift as they have been doing in practice . . . Was it right that the Triumph TR2s should have been compelled to remove their hard tops and run in the sports class instead of the *Gran Turismo*?

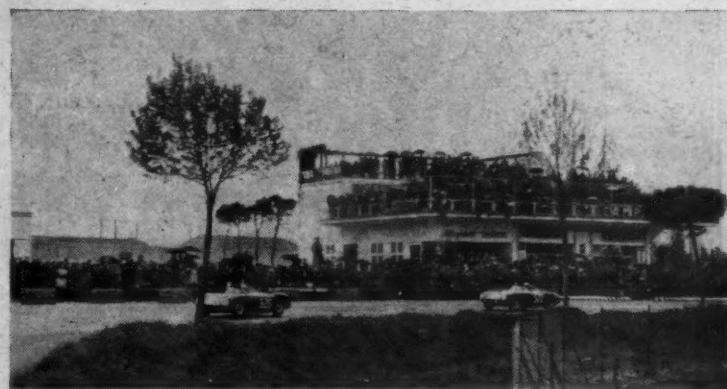
Finally the great moment arrives. Under the glare of the floodlights the first car drives up the ramp on to the 4ft high starting position. The crowds that swarm round the ramp cheer excitedly. Ariosto drops the flag . . . and, at 11 p.m., away goes Santinello's little Fiat 600 into the

on their next 16 hours or so—driving at racing speeds for near on 1,000 miles with no navigator and only the sparsely sited route markers—and the crowds—to show the way.

In the 1,000 to 1,100 c.c. class there are 45 cars and, of these, 44 are Fiat Millecento-based; the odd man out is a Lancia Appia. Next come the 1,100 to 1,300—with a seemingly endless succession of scarlet Alfa Romeo Giuliettas, and a few Peugeot 203s and Porsches for good measure. So it goes on. A few people drift off to bed, but the majority remain

rossa"—have a tremendous ovation, with cries of "Moss"; Musso and, finally, at 6 a.m., Fangio (3½-litre, 12-cylinder Ferrari) drive on to the ramp to the accompaniment of announcements concerning "il campione del mondo," and the biggest ovation of all.

The crowds disperse; the ramp has served its purpose. From now on, at Brescia and at every town along the route, the leaders at the various controls will be posted up on special hoardings. Crowds wait to see them go up and talk excitedly about the race; the most unexpected



Berlucci's 2-litre Maserati leads Sbraci's Ferrari Mondial through the crowded outskirts of Ferrara on the glistening streets. Umbrellas are very much in evidence



On the lower reaches of the Futa Pass. Collins and Klemantaski climb towards the low cloud, which made driving a nightmare and considerably cut down the speed

MILLE MIGLIA . . .

people are there—elderly country folk, early in the morning, come to hear the latest progress reports. The atmosphere that was generated here in Brescia is now spreading down to Rome and back again.

Meanwhile, news of the race begins to filter through. The early starters have passed through Ravenna, first of the controls, where it is raining; the class leaders are announced. Though the roads on this stretch are generally wide and good the heavy rain makes them slippery. Despite the elaborate safety precautions, Giacobi's 1,900 Alfa has left the road and injured five spectators, two, it was learned, fatally. Gorza's Giulietta, too, has been involved in an accident, the driver escaping with minor injuries but his co-driver is fatally hurt. Sheila van Damm, unhappily, witnessed this accident in her driving mirror.

Best time so far recorded from Brescia to Ravenna (though the big cars have not yet gone through) is Cabianca's 100-plus m.p.h. in the Osca—with an engine of only 1,500 c.c.—and, in the class for sports

cars up to 750 c.c., Chiron's Osca leads Navarro's Panhard, averaging 94 m.p.h. to Ravenna.

Of the largest class, Castellotti's 3½-litre, 12-cylinder Ferrari is comfortably in front by Verona, on the way down to Ravenna, his average to Verona being 120.7 m.p.h. Behind him comes Taruffi (3-litre Maserati), Musso (3½-litre Ferrari), Perdisa (3-litre Maserati), Moss (3½-litre Maserati), Fangio (3½-litre, 12-cylinder Ferrari) and Collins (3½-litre, 4-cylinder Ferrari).

By Padua—only 50 miles on—the order is Castellotti, whose average has increased slightly, Taruffi, and Moss, followed by Musso, Perdisa, Fangio and Collins . . . but these are early stages in the long and arduous event.

In the 1,300-1,600 c.c. *Gran Turismo* and special series touring class, Sheila van Damm and Peter Harper lie ninth in the Rapier, behind eight Porsches, the second Rapier lying eleventh. In the class for open sports cars costing not more than 2,000,000 lire, British cars are well placed, holding the first six positions—Jaguar, Austin-Healey, Triumph, A.C., M.G., and Austin-Healey.

Even at this stage, the struggle for

leadership in the general classification is intense. At Ravenna, Castellotti is leading Taruffi by 19sec, and von Trips' Mercedes-Benz 300SL is 58sec astern of Castellotti and 39 behind Taruffi. But the Maserati's brakes waterlogged in the heavy rain near Ravenna, fail to slow the car for a corner; it leaves the road, the cooling system is damaged and Turuffi is forced to give up.

By the time they have reached Pesaro, 55 miles on, Trips is in the lead, his average speed being 107.5 m.p.h. to Castellotti's 107.35. It is short lived, however; by Ancona Castellotti is back in front, with Trips, Reiss (300SLs), Collins, Fangio, Musso, Moss and Gendebien (2-litre Ferrari Mondial) strung out behind. Madame Thirion's Renault is gallantly tailing Manzon's D.B. in the G.T. and special series touring class up to 1,000 c.c.—averaging over 70 m.p.h.

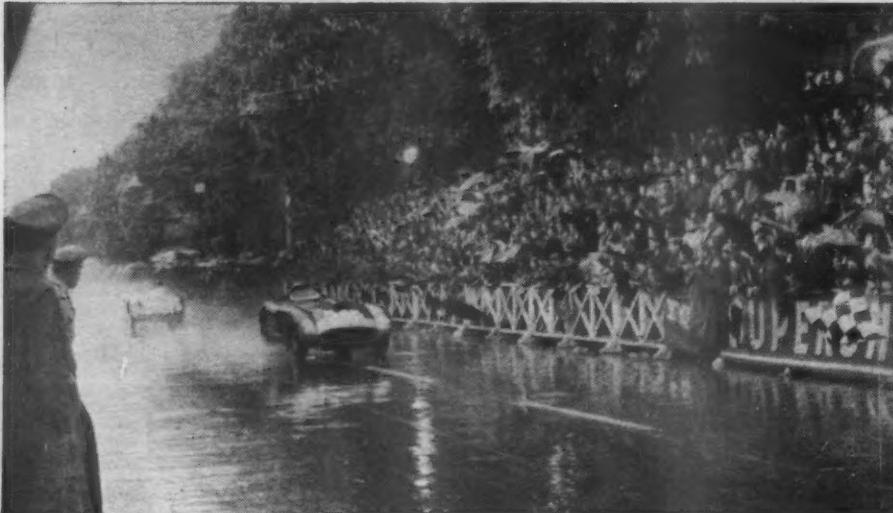
By Pescara, 38 of the 367 starters are out and among them is Leslie Brooke's Austin-Healey. Worse still, Busch's 300SL has crashed near Pescara, the co-driver, W. Piwko, receiving fatal injuries. Though officially running as private entries, the 300SLs are works-sponsored and under the wing of Alfred Neubauer. The Stuttgart cars are still a force to be reckoned with.

British cars continue to dominate the class for sports cars with a price limit; Guyot's Jaguar leads, followed by Ronnie Adams' TR2, steadily climbing, Wisdom's Austin-Healey, Bruno Ferrari's A.C., Terragnoli's M.G. A and Mine. Bousquet's Triumph TR2.

After the fast, straight stretches down to Pescara, the diminished field cuts across to Rome—by lesser roads, part made in places, undulating and twisting and traversed by level crossings. The news comes through that, just after Pescara, von Trips' Mercedes has left the road, letting Reiss through into second position in general classification.

On they go towards Rome, Castellotti still in the lead, then Reiss, Collins, Musso, Moss, Fangio, Gendebien, Perdisa, Cabianco and Pollet; Castellotti's average at this stage is 102.85 m.p.h.

By the Rome control Peter Collins has taken second place from the Mercedes-Benz, with an average of 93.25 m.p.h. to Reiss' 92.5. Still ahead is Castellotti's Ferrari, slowed by the twisting section from Pescara to an average of 95.95 m.p.h.



A long drive completed, Castellotti crosses the finishing line at Brescia in a cloud of spray. Behind is Marenghi's Ferrari, which had started 50 minutes in advance of Castellotti

—some 12.5 m.p.h. slower than Moss' winning average at this stage of 108.20 m.p.h. last year. Peter Collins is moving up . . . he may yet repeat his Tour of Sicily win.

In the lead geographically is Michy's little 4 c.v. Renault, maintaining the astonishing average of 60.1 m.p.h.—a wonderful performance. Oscas are in complete command of the 1,500 c.c. sports car class, holding first, second and third positions (Cabiánica, Maglioli and Villorosi). Manzon's D.B. continues to lead the *Gran Turismo*, 750 to 1,000 c.c., followed by Mme. Gilberte Thirion's Renault, and British cars continue to dominate the limited price sports cars. The two Sunbeam Rapiers are lying sixth and seventh in another class, that of Peter Harper and Sheila van Damm in front—heated by five Porsches; the foremost of these (Persson) is setting a cracking pace of over 80 m.p.h.

Suddenly the news comes through that Stirling Moss is out—retired between Aquila and Rome after a minor bump; it is, perhaps, not surprising, as both he and Denis Jenkinson set off this morning with considerable misgiving and, virtually, an

One of the few spells without rain. Giardini's A6GCS 2-litre Maserati, of which there were 13 in the class, on the approaches to Ferrara



happily taking photographs of the road ahead, the scenery, the instruments and of Peter Collins himself as he does all he can to catch up.

As the cars climb, in fog and heavy rain, over the Futa Pass across the Apennines for the second time, there is a hiatus in the flow of news. Rain falls steadily on the deserted Piazza della Vittoria, and the unconfirmed rumour (subsequently confirmed) reaches the waiting crowds that John Heath's H.W.M. has left the road and that John is in hospital with broken bones. It is 3.30 p.m., and since 1.41 p.m. the first finishers have been arriving through streets thronged with damp, but still enthusiastic, crowds. For some the long, wet drive is over, as they cross the finish in a cloud of spray.

Slowly information begins to filter through again. At Florence, before the ascent of the Futa, Castellotti still maintains his lead of roughly ten minutes over Collins, followed by Musso, Fangio, Gendebien, Reiss, Matternich, Pollet, Seidel and Maglioli—five Ferraris leading four Mercedes, with the little Osca tenth in general classification. The cut price sports cars class still remains a British benefit, though in second place is now Saucken's Porsche; of the first ten, however, nine are British. Sheila van Damm and the German driver Wisnewski are now in fourth and fifth positions in their class, with the Rapiers.

By Bologna, 66 miles on from Florence, Collins has made up another minute on Castellotti, whose average speed is now down to 83.20 m.p.h.—as compared with Moss' 94.30 last year; by Bologna Castellotti's time is 9hr 36min 02sec; last year, Moss took 8hr 28min 46sec for the same distance. The appalling weather conditions are having their effect. Still the first nine positions remain unchanged, but Maglioli's Osca is out and Cabiánica's similar car has moved up to take its place—tenth overall. Still the rain falls.

At 5.25 p.m., wet and tired, Castellotti crosses the line the winner after a run in 11hr 37min 10sec—a race average of

85.90 m.p.h. Peter Collins and Louis Klemantaski, who reduced speed after Bologna, follow across the line 11min 18sec later, followed by Musso, Fangio and Gendebien—all in Ferraris; a great day for Maranello. Next come the three 300SL Mercedes driven by Metternich, Siedel and Pollet, with the 1,500 c.c. Osca of Cabiánica ninth in the general classification and leading its class. After them comes Reiss, who has been passed by Cabiánica, and, very well placed, the Alfa Romeo Giulietta of Sgorbati, winning the G.T. and special series production class.

The stragglers come in, and the town returns to its normal existence.

RESULTS (race distance 990 miles)

1. Ferrari (E. Castellotti), 11hr 37min 10sec, 85.41 m.p.h.
2. Ferrari (P. Collins and L. Klemantaski), 11hr 48min 28sec, 85.92 m.p.h.
3. Ferrari (L. Musso), 12hr 11m 19sec, 81.36 m.p.h.
4. Ferrari (J. M. Fangio), 12hr 26min 50sec; 5. Ferrari (O. Gendebien and Washer), 12hr 29min 58sec; 6. Mercedes-Benz 300SL (P. Metternich and N. Einstiedel), 12hr 36min 38sec; 7. Mercedes-Benz 300SL (W. Seidel and Glockner), 12hr 38min 24sec; 8. Mercedes-Benz 500SL (J. Pollet and G. Winkelhak), 12hr 49min 58sec; 9. Osca (G. Cabiánica), 12hr 57min 11sec; 10. Mercedes-Benz 300SL (G. Reiss and H. Eger), 13hr 6min 31sec.

Class winners:

Sports cars up to 750 c.c.: Osca (O. Copelli).
15hr 41min 15sec, 63.26 m.p.h. 751 to 1,100: Osca (A. Brandi), 14hr 48min 42sec, 67 m.p.h. 1,101 to 1,150: Osca (G. Cabiánica), 12hr 57min 11sec, 76.58 m.p.h. 1,501 to 2,000: Maserati (G. Scarfiotti), 14hr 49min 2sec; 2,001 to 2,500: Ferrari (E. Castellotti), 11hr 37min 10sec, 85.41 m.p.h. *Sports cars with price limit of £1,200, up to 2,000: Porsche (H. Saucken).* 14hr 50min 14 sec, 66.89 m.p.h. *Over 2,000: Jaguar (G. Guyot).* 14hr 7min 15sec, 68.28 m.p.h.

*Gran Turismo cars up to 750 c.c.: Abarth (D. Ongaro), 14hr 48min 6sec, 59.06 m.p.h. 751 to 1,000: D.B. (R. Manzon), 14hr 35min 13sec, 67.95 m.p.h. 1,001 to 1,100: Fiat (A. Massari), 15hr 15min 37sec, 65.17 m.p.h. 1,101 to 1,150: Alfa Romeo Giulietta (R. Sgorbati), 13hr 6min 42sec, 75.69 m.p.h. 1,151 to 1,200: Fiat (P. Persson), 15hr 32min 54sec, 72.87 m.p.h. 1,601 to 2,000: Fiat (M. Maggiorelli), 13hr 53min 3sec, 73.2 m.p.h. *Over 2,000: Ferrari (O. Gendebien), 12hr 29min 58sec, 79.29 m.p.h.**

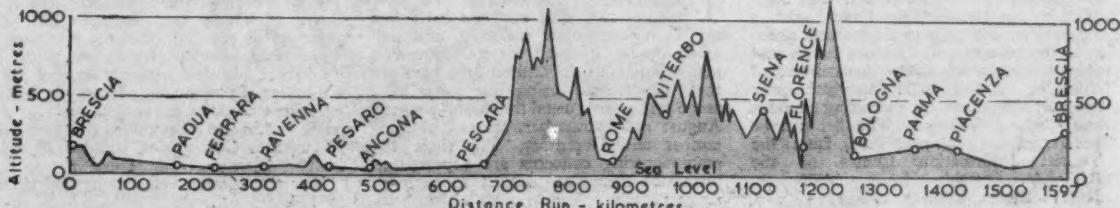
*Special series touring cars up to 750 c.c.: Renault (E. Michy), 14hr 34min 1sec, 67.96 m.p.h. 1,001 to 1,100: Fiat (B. Scattolon), 13hr 14min 10sec, 65.88 m.p.h. 1,001 to 1,100: Fiat (L. Scarfiotti), 14hr 39min 15sec, 67.72 m.p.h. 1,101 to 1,300: Alfa Romeo Giulietta (M. Stern), 15hr 47min 58sec, 71.91 m.p.h. 1,301 to 1,600: Porsche (F. Gubbi), 14hr 49min 4sec, 69.19 m.p.h. 1,601 to 2,000: Fiat (M. Toselli), 13hr 19min 20sec, 74.49 m.p.h. *Over 2,000: Mercedes-Benz 220A (E. Bauer), 13hr 42min 20sec, 72.61 m.p.h.**

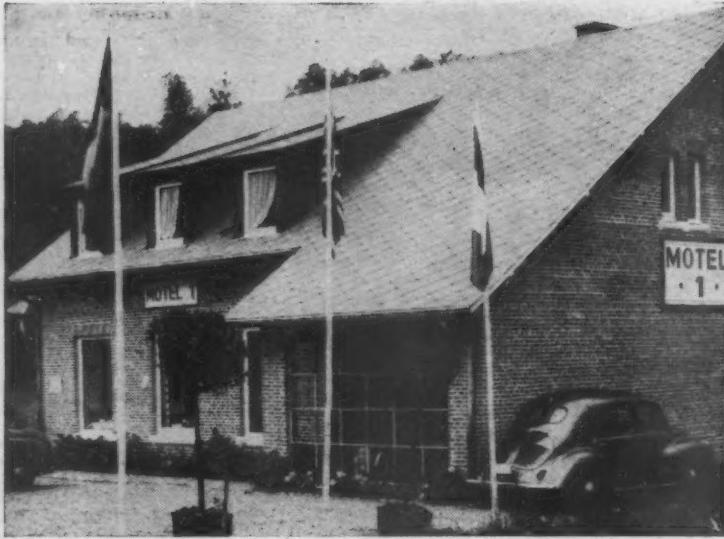


Wet through and tired, Castellotti receives the congratulations of Signor Castagneto, father of the Mille Miglia, on his victorious drive

untried car. Excitement grows, as the cars roar northwards towards Florence and the Raticosa and Futa Passes. Can Peter Collins keep it up? Can he pass Castellotti?

The duel between Maserati and Ferrari is over, now that both Moss and Taruffi are out; Perdisa cannot hope to offer a challenge. Musso, too, has overtaken Reiss. At Ancona, Collins is 14min astern of Castellotti; at Viterbo he is only 10min behind, slowly catching the leader. One imagines the imperturbable Klemantaski





THE MOTEL HABIT has spread to Belgium. This one was opened last summer on the Namur-Dinant highway; shrubs and lace curtains give it a charming private house atmosphere. Many more motels are to be opened in Belgium this year

Standard Factory Idle

WHEN we closed for press there was no sign of any early settlement in the dispute which has led to a complete stoppage of work at the Standard Motor Company's Coventry factories at Canley and Banner Lane.

The strike began on April 27, when the management announced that, by May 18, 1,900 men at the Banner Lane factory—where Ferguson tractors are assembled, would be laid off work. The factory is undergoing re-tooling and reorganization for the production of an entirely new tractor.

Car Radio by the Million

AN estimated total of 5,600,000 radio sets was installed in new cars in America last year. Three-quarters of all General Motors and Ford production were fitted with radio, as were more than half of the products of the Chrysler Corporation.

Pictorial Traffic Signs

NEW illustrated traffic signs, telling their warning in pictures instead of words, are being erected on roads in Germany. Typical signs will be—a cow in a triangle, warning that a trail crossing a road is a cattle pass; and a jumping stag, showing that the crossing ahead is a game pass. A particularly useful sign will depict a telephone in a rectangle, with a kilometre figure underneath telling how far it is to the nearest call box.

Junior Accommodation

CHILDREN on holiday are not welcomed by every hotel, and a list compiled by the British Travel and Holidays Association will help to solve many problems for parents. It includes hotels and guest houses which accept unaccompanied children, as well as those which cater specially for them by providing nannies and washing facilities. The list can be purchased for 1s, post free, from the Tourist Information Centre of the T.B.H.A., Queen's House, 64-65, St. James's Street, London, S.W.1.

Carburettor for Goliath

A NEW version of the Goliath 900 c.c. car, introduced at the Frankfurt motor show last autumn, is now available with an engine breathing through a conventional carburetor. The original model had fuel injection. The new Goliath will be called the GP 900-V, and the engine develops 38 b.h.p. compared with the 40 b.h.p. of the fuel injection model. Identical models with 700 c.c. engines developing 25 and 29 b.h.p. respectively are also available.

Fiji Rally

A STANDARD Vanguard, driven by H. Bossley and G. Parker, has won the first car rally to be held in the Fiji Islands. There were 26 starters for the rally, which took drivers on a 400-mile circuit around the island of Viti Levu; drivers and navigators included European, Indian and Chinese motorists.

Target Achieved

IN the annual report of the Motor and Cycle Trades Benevolent Fund, it is revealed that the target for invested funds, which was set at £20,000 at its foundation in 1905, has been exceeded by fifty times. The Fund's first-year expenditure of £5 in relief was increased ten thousand times by the time the Jubilee year was celebrated (last year). Viscount Nuffield, G.B.E., F.R.S., M.A., is president of the Fund; deputy president is Sir William Lyons.

Introducing New Models

TIMING the introduction of new models is a vital strategic matter in the U.S. automobile industry, and one of its closely guarded secrets. However, many experts in the United States believe that makers will bring out their 1957 range earlier than usual this year—between August and November, instead of September and December. The three big manufacturing concerns are expected to introduce their new models as early as August.

NEWS AND

Cheaper Daimler

THE Daimler Co., Ltd., have announced price reductions for two of their models. They are the 2½-litre Mk. II Conquest saloon, which has a six-cylinder overhead-valve engine developing 75 b.h.p., and the Mk. II Century saloon, which uses a similar engine giving a higher performance with 100 b.h.p. As from May 1, 1956, the Conquest saloon costs £1,032 plus purchase tax of £517 7s; total price: £1,549 7s. The Daimler Century saloon is now priced at £1,132 plus purchase tax of £567 7s; total price: £1,699 7s.

It is interesting to remember that in May, 1953, when the Conquest was introduced, the basic price was £1,066; since then, the performance and equipment of the car have been improved.

Learner Unaccompanied

IN a case heard at Halifax, it was alleged that a learner driver drove a three-wheel Minicar when not accompanied by a competent driver. The magistrates decided that there was so much doubt that they would dismiss the case. The interesting feature of the case was that before and after the local police had delivered the summons, the police of Oldham were consulted on the matter. On each occasion they are reported to have stated that the accused did not require to be accompanied by a competent driver while driving the Minicar.

Car Park Scrapped

AT a public inquiry in Bakewell, Derbyshire, a Ministry of Housing and Local Government inspector considered an application by Bakewell Rural Council, and the Peak Park Planning Board, for the compulsory purchase of two and a half acres of land at Monsal Head. The land was required for use as a car park, it was stated, since Monsal Head was an exceptional viewpoint visited by large numbers of motorists and coach parties, and existing parking facilities were totally inadequate. However, although the Minister of Housing and Local Government agreed that a car park is required at this point, he has decided not to confirm the compulsory purchase order.

Not Relevant

DURING the committee stage of the Monopolies Bill an amendment was tabled by Mr. Donald Wade, seeking to make the "tied house" arrangements of the petroleum companies a restrictive agreement subject to registration under the Bill. Mr. Reginald Bennett estimated that 90 per cent of petrol sales were made from tied garages which, he said, got an extra 3d a gallon under the arrangement.

Mr. Thorneycroft, President of the Board of Trade, said that this did not come within the control of the Restrictive Trade Practices Bill, for it was not the product of a mutual arrangement between a number of companies. However, if the practice was done on such a scale as to come within the Monopolies Act then the Monopolies Commission could deal with it.

The amendment was lost by 208 votes to 174.

VIEWS

No Road for Dogs

A PROPOSAL for control of dogs on certain roads designated by local authorities is the latest amendment to the Road Traffic Bill tabled by the Minister of Transport, Mr. Harold Watkinson. The police must be consulted, and any order made under the Bill would have to be confirmed by the Transport Minister. The penalty for owners of animals allowed to roam on such roads would be a fine of £5.

Two backbenchers, Mr. Page and Mr. Gardiner, would like to see the fine fixed at £10 for the first offence and £20 for subsequent offences in any built-up area or where public transport operates.

Dogs are certainly a great danger on town roads, and the owner who lets his pet out for an unattended stroll does not always realize that it could cause an accident in which not only the dog and vehicle might come to harm, but also unsuspecting lookers-on, such as the roadside bus queue.

AVOID THE TRAFFIC

STARTING next Monday, May 7, the big circulation weekly, *Everybody's*, will contain a series of avoid-the-traffic road maps of Great Britain. In the first of four enlarged numbers, there will be a free stiff cover and a pull-out supplement comprising 24 pages, of which 19 pages are specially drawn maps.

The following week a further 24 pages of maps will be included in the journal, and in the next issue—May 21—there will be 14 pages of maps and a town-to-town mileage chart. These three pull-out supplements and the stiff cover combine to form a 68-page road atlas covering the whole of England, Scotland and Wales at a scale of 8 miles to the inch. In the fourth issue—on sale on Monday, May 28—the pull-out supplement will make a 16-page route book for use with the special maps; this includes details of how some of the worst bottlenecks in the country can be by-passed.

At the request of *Everybody's* and with a view to helping the maximum number of motorists, *The Autocar* undertook the preparation of the material. As readers will find, the atlas shows main and secondary roads and, superimposed on the maps, routes which our experience suggests are worth-while alternatives to heavily-trafficked routes. A small section of one of the maps is reproduced on this page.

The maps and route book cannot be obtained separately; the possibility was investigated, but the cost would have had to be many times the four fourpences required to buy the special issues of *Everybody's*.

Therefore, all who wish to avail themselves of the opportunity of acquiring this unique set of maps, with the route book, should obtain the issues week by week, starting with the one on sale next Monday.

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Cheaper Ford for Belgium

SUBSTANTIAL reductions in the prices of the Ford Anglia and Prefect de luxe models have been announced in Belgium. The new prices of these cars will assist in providing keen competition for foreign rivals. The new de luxe Anglia price will be £483 (formerly £524), and the de luxe Prefect will cost £517 (formerly £564).

"THE AUTOCAR" NEXT WEEK

THE next issue of *The Autocar*—published on May 11—will again appear as a much-enlarged special edition, devoted to British Cars and Accessories. It will contain (among a variety of features) descriptions of the entire range of British cars.

The Road Test in this special number will be devoted to one of Britain's finest dollar-earning cars, fitted with automatic transmission by Borg Warner. To avoid disappointment, your copy of this issue should be ordered in advance.

Austin Wins Economy Run

AUSTINS won first and second places in the overall classification of the South African Mobilgas Economy Run which recently finished in Pretoria. An A.50 Cambridge, fitted with one of the new overdrive units announced a few weeks ago, averaged no less than 40.51 m.p.g. throughout the four-day event to take first place.

An overdrive A.90 Westminster averaged 33 m.p.g. to finish second overall, while an A.30 Seven returned 51.7 m.p.g. to obtain second place in the Light Car Class. The Cambridge and the Westminster also took first places in their respective classes—Medium Car Class with Overdrive, and Heavy Car Class with Overdrive.

Final placings were calculated from figures recording ton-miles-per-gallon returned by each car. Briefly, this indicates the efficiency of the engine (as far as fuel consumption is concerned) in relation to the weight being hauled. The winning A.50 returned a figure of 60.50 t.m.p.g., the A.90, 58.89 t.m.p.g., and their nearest rival, an Italian car, 57.95 t.m.p.g.

These returns were obtained over a course which included mountainous territory and unmade roads, and often called for hard driving to maintain time schedules.

Export Expansion

PRODUCTS of the Chrysler Corporation of Canada are now to be exported to five Commonwealth areas: New Zealand, Hong Kong, Jamaica, British Guiana and Singapore. Making this announcement, Mr. E. Row, president of the Corporation, stated that the exports would consist mainly of Plymouth and Dodge cars, and that vehicles sent to New Zealand would be assembled on arrival.

Italian Study

AN interesting set of papers will be discussed at the 1956 international study week in traffic engineering, to be held at Stresa, Italy, from October 1 to 6. It is sponsored by three road traffic and safety organizations, including the International Road Federation. Enrolment costs £6 and all correspondence should be addressed to: World Touring and Automobile Organization, 32, Chesham Place, London, S.W.1. In addition to other social events there will be a visit to Milan.

Not For Us

AN entirely new approach to the difficulties of loading cars into a multi-storey car park will be shown for the first time at the Mechanical Handling Exhibition, opening at Earls Court, London, on Wednesday, for ten days. The new system, invented by Mr. C. K. Fitch, of Sidcup, Kent, makes use of a specially designed fork-lift truck, of the kind which is now widely used in industry. The truck has forks to pick up a car of any size by its wheels, and place it on one of the shelves of a three-tier park. A great advantage of this design—in addition to the ability to make the best possible use of the space available—is that construction cost is extremely low; it can be erected for approximately £150 per vehicle space.

San Francisco is considering the adoption of this new British parking technique, but we have not yet heard of any plans for its use in this country.

PREVENTION AND CURE OF SMALL TROUBLES



Some air cleaners are connected to the carburettor intake via a rubber grommet or hose. Sometimes oil and petrol vapour will cause this to swell, thus restricting the inlet orifice

UNLESS something extraordinary occurs, it is a safe assumption that 25 per cent of the troubles which can bring your car to an unscheduled standstill—usually miles from anywhere—are caused by defects in the electrical or fuel systems. Twenty-eight per cent of the attendant hoodooos of the modern car are accounted for by engine failures of a mechanical nature. Transmission—that is, rear axles, clutch and gear box—

and now is the time for a complete and expensive overhaul.

The first thing to do when the car stops unaided by the driver is to get it off the road as quickly as possible, so as to let other traffic pass unhindered and to enable the investigation to be carried out in comparative safety. This applies particularly at night when a halted vehicle on a main road can be a real danger. Some circumstances will not permit a broken-down vehicle to be moved, other than by a salvage crane, but usually it is possible to get off the road by engaging first gear and gradually letting in the clutch, at the same time pressing the starter button. Any passengers can help to take the load off the battery by pushing the car.

So there you are—and the engine will not respond to the starter button. Before it finally stopped, it coughed and you made jerky progress for a few yards. There may be a hundred different causes for engine failure, but the first thing to remember when starting to trace the trouble is to tackle one job at a time. Make certain there is petrol in the tank before completely stripping the carburettor. Take a look at the battery leads before disturbing the distributor. A methodical check of the essential primary supply lines should be made before any over-enthusiastic pulling-to-pieces is indulged in.

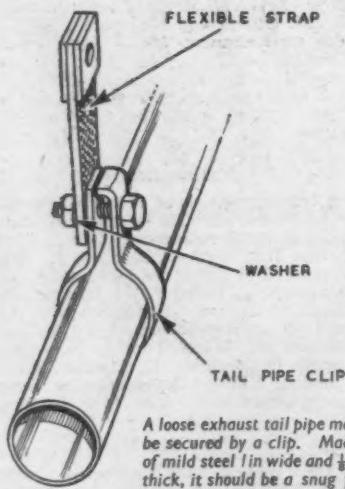
The jerky progress which preceded

your halt is unlikely to have been caused by the carburettor itself. The fuel gauge should give a reasonably reliable indication of the contents of the tank, and if you are certain you have not run dry—the swishing of petrol in the tank should be heard when the car is rocked—start by checking the supply from the pump to the carburettor.

The pump can be one of two types. The mechanical variety is to be found bolted to one side of the crankcase, but the electrically operated pump may be tucked away in the engine compartment or located in a corner of the luggage locker. Loosen the union nut which secures the petrol pipe to the carburettor, and if the car has an electric supply pump, switch on the ignition, when the slow “tick-tick” of the pump valve mechanism should be heard, accompanied by petrol flowing from the loosened union. Care should be taken when tightening brass unions and nuts as the threads are easily stripped.

Adopt the same procedure for the mechanical pump and, in this case, rotate the engine either with the starter or starting handle.

Again with the electric pump, if petrol does not come from the loosened union nut, disconnect the pump feed wire and short it against the pump body. A spark will show that the wiring is undamaged. Remove the round cover of the pump body and check the contact points. If



A loose exhaust tail pipe may be secured by a clip. Made of mild steel 1 in wide and $\frac{1}{8}$ in thick, it should be a snug fit round the pipe

is the cause of 21.5 per cent, tyre troubles of one kind or another 8.5 per cent; and the remaining 17 per cent is made up of mysterious ailments which can affect the radiator, exhaust system, road springs and so forth.

An indication of the kind of trouble is usually given before the car comes to an involuntary halt. If the engine ceases to fire without any prior warning, the ignition system is usually the culprit. Lack of fuel is nearly always foreshadowed by uneven running of the engine just before it stops, while a loud noise under the bonnet, followed by a sudden halt, will probably bring to your notice the fact that you have not checked the engine oil level for at least the last 1,000 miles—



Loss of engine power may be often traced to excess wear in throttle linkage. This should be inspected regularly, and pins and fork ends replaced where necessary

The lowest price luxury car

with fully automatic transmission



HUMBER SUPER SNIPE

To the luxury and high performance of the Super Snipe is added the pleasure of a fully automatic transmission. Tested and proved all over the world, the Borg-Warner transmission gives 'two-pedal' driving with better performance and more flexibility, but no extra petrol consumption. It means tireless armchair driving, even in the densest traffic. With conventional or automatic gear change the Super Snipe is a car of distinction at a price unequalled for value amongst quality cars.

*Humber Super Snipe Saloon £950 plus p.t. £476.7.0
With Automatic Transmission £1,075 plus p.t. £538.17.0

*Available with Overdrive £45 extra, plus p.t.



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80% less engine wear with BP Energol 'Visco-static'

Measuring wear while the engine is running

Over and over again test results with BP Energol 'Visco-static' motor oil have shown 80% less wear on cylinder bores and piston rings. These tests have been made with a wonderful new radio-active wear-detector at The British Petroleum Company's Research Laboratories. By fitting radio-active parts, engineers measure wear while the engine is actually running.

What is the main cause of engine wear?

Research has proved that engines wear out faster while warming up. The reason is that while the car isn't in use, acid products condense on the cylinder walls and attack the surfaces. In turn the products of this corrosion are abrasive and grind the piston rings and cylinders when the engine starts. This accounts for the greater part of all engine wear.

How BP Energol 'Visco-static' reduces wear

BP Energol 'Visco-static' defeats starting wear in two ways. First because of its anti-corrosive additives, it leaves a strong, protective layer of oil on the cylinder walls when the engine is stopped. Secondly when the engine is started again BP Energol 'Visco-static' flows freely even in extreme cold. This ensures that the cylinders are flushed with adequate lubricant during the critical warming up period.

Up to 12% saving in petrol

You cut down oil drag with BP Energol 'Visco-static' and so save up to 12% of petrol on start and stop running and up to 5% on longer runs.

Danger Radio-active. The "radio-active piston ring from Harwell is being removed from its keep. The ring is used in a special wear detection rig at The British Petroleum Company's Research Laboratories. It has proved conclusively that BP Energol 'Visco-static' gives 80% less engine wear.



Starting is easier too in all weathers and your engine runs more freely and easily. BP Energol 'Visco-static' is for all the year round — another plus point.

Do's and Don'ts with BP Energol 'Visco-static'

Don't mix it with other oils.
Drain and refill with BP Energol 'Visco-static', run for 500 miles, then

drain and refill again.

Don't change to it if your engine will shortly need an overhaul. You will do better to continue with the normal grades of BP Energol until it has been overhauled.

BP Energol 'Visco-static' is obtainable at garages where you see the BP Shield, in pint, quart and 1 gallon sealed containers.



ENERGOL 'VISCO-STATIC' MOTOR OIL IS A PRODUCT OF THE BRITISH PETROLEUM COMPANY LIMITED

'Visco-static' is a trade-mark of The British Petroleum Company Limited.

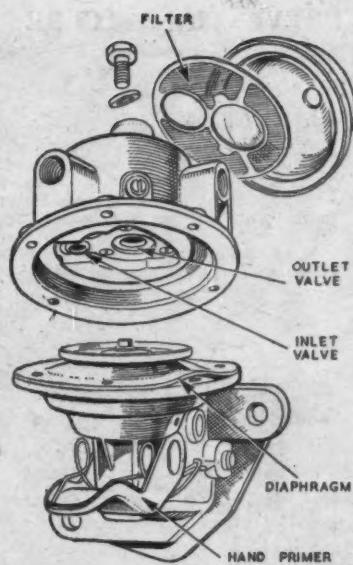
PREVENTION and CURE ...

these are burnt or dirty, the pump will not function correctly. They can be cleaned by rubbing the faces with a piece of card or the finest grade of glasspaper. If the pump "ticks" in the normal manner without delivering petrol, there may be dirt under one of the valve discs. This type of pump is usually fitted with a small tubular gauze filter which can be removed for cleaning by undoing a screwed plug in the pump body.

If the pump "ticks" very quickly, either there is an air leak in the pipe line between the pump and fuel tank, or the fuel tank is empty. The latter should have been diagnosed earlier if this is the cause

of the trouble. An air leak can usually be found by placing the end of the delivery pipe—that is the one from the pump to the carburettor—in a glass container and seeing if air bubbles flow through with the petrol.

The carburettor itself is comparatively trouble-free, providing it is adjusted correctly and is fed with the right amount of clean fuel. Petrol is maintained at the proper level in the carburettor by means of a float. When the float rises to the determined level, it operates a small needle valve which shuts off the supply from the pump. If the valve or float fails to operate, then either the float chamber will drain just below the level of the jets in the carburettor body, or the whole carburettor will become flooded with fuel. The needle valve can be unscrewed from the float chamber cover and washed out with clean petrol to dislodge any trace of dirt. If the float does not rise with the



Right: The gauze filter of a mechanical petrol pump can be cleaned after removing the domed top of the pump



Left: Persistent overfilling of a battery will cause corrosion and damage to paint

level of the fuel, it may be punctured and contain petrol. It should be completely emptied, dried out, and the hole soldered over.

Difficult starting and bad slow-running of the engine can be caused by carburettor

faults. In most makes of carburettor there is an idling or slow-running jet, and this may be blocked by a minute piece of dirt or fluff. The jet should be removed and blown through. Never attempt to clear a carburettor jet with a piece of wire, as this will permanently enlarge the hole.

The mechanical fuel pump relies for its working on the rotation of the engine cam-shaft, transmitted to the pump diaphragm by a rocker arm. It has been known for the two screws holding the pump to the engine to become loose, so that the rocker arm does not operate the diaphragm correctly. If the pump appears to be noisy in operation, it should be removed by disconnecting the inlet and outlet fuel pipes and the two screws which hold it to the engine. The rocker arm will be seen protruding from the pump body, and if this arm is loose on its spindle it is likely that the small coil spring which keeps it pressed against the cam-shaft is broken.

Beneath the dome-shaped cover of the pump body is an annular cork gasket.

This may be broken or have become so hard as to cause air leaks.

A fine gauze filter covers the interior of the pump body, and any dirt blocking this filter will interfere with delivery of fuel to the carburettor.

A drain plug is screwed in the side of the pump body, and when this is removed the interior can be flushed out with clean petrol; take care that petrol does not fall on a hot exhaust pipe or manifold.

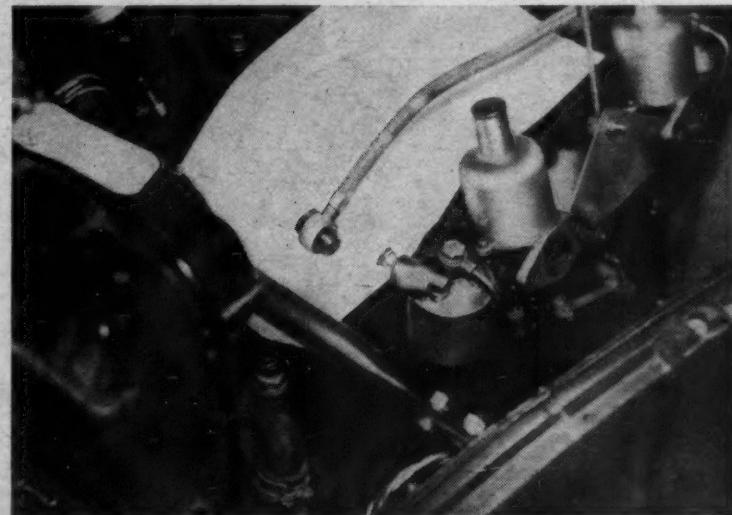
Unless this type of pump has been in service for a considerable mileage, it is unlikely that the diaphragm will be at fault.

In the case of both electric and mech-

anical pumps, an obstruction in the supply pipe to the pump will be the cause of poor supply at high engine speeds, although this may not be so apparent when the engine is running slowly.

If the engine is fitted with an S.U. carburettor and does not run slowly, the piston may be sticking. There are one or two reasons for this trouble. The damper rod which is found on some types, fixed to the brass cap screwed into the top of the suction chamber, may be bent. Remove the cap and check the movement of the piston without the rod. The cap should be removed at regular intervals and a few drops of engine oil poured into the suction chamber.

If the jet is not central round the jet needle, this will also cause improper piston operation, but it is not likely to happen unless the carburettor has been dismantled and assembled incorrectly. The manufacturers of the S.U. carburettor issue a

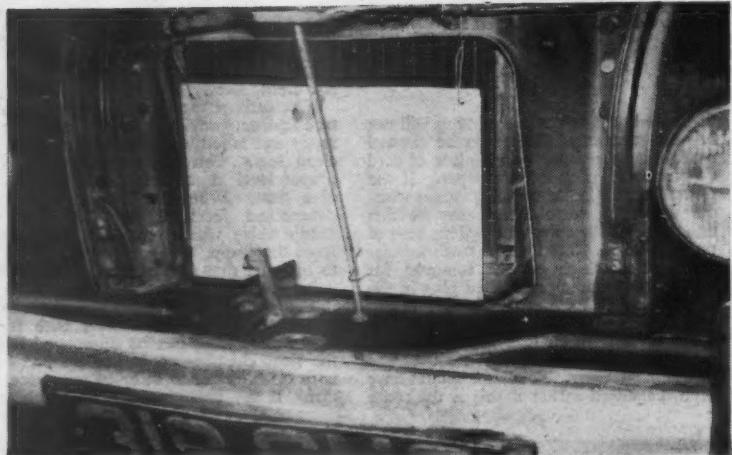


A small gauze filter is fitted on the inlet union of each carburettor. Inspection and cleaning at regular intervals will pay dividends

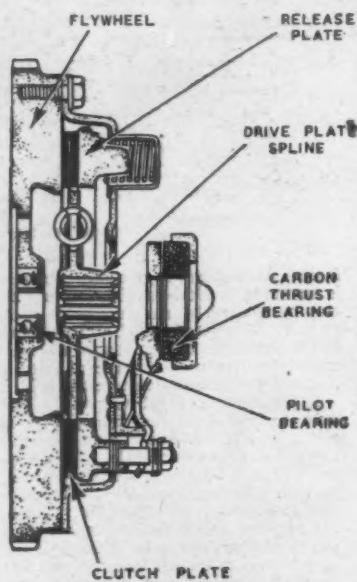
PREVENTION and CURE...

leaflet giving full details of maintenance. Excessive play caused by worn parts in the linkage between the carburetor and throttle pedal will result in faulty running. Carburation defects which will result in overheating of the engine can be caused by fuel starvation, incorrect jets and air leaking past inlet manifold or carburettor gaskets.

Nearly always fuel troubles show themselves gradually, and usually it is the



Engine efficiency and passenger comfort in cold weather will be improved if the radiator is blanked off. As a temporary measure this M.G. uses a piece of plywood. A radiator blind is more convenient



Rattling noises from the region of the clutch may be caused by a worn pilot bearing or worn splines in the clutch plate hub

Formed on the end of one of the float chamber securing bolts is a square which is used for unscrewing the main and compensator jets. The needle valve screws into the underside of the carburetor body above the float chamber

ignition failure that brings the motorist to a sudden halt. However, worn-out sparking plugs or an incorrectly set gap at the points will have an adverse effect on fuel consumption. Most garages have plug cleaning equipment and it is well worth while to have the plugs sandblasted and reset at regular intervals. Make sure that the high-tension cables from the distributor to the sparking plugs are in good order and that each end is making correct contact with its terminal.

Just as important as the plug points are the contact-breaker points in the distri-

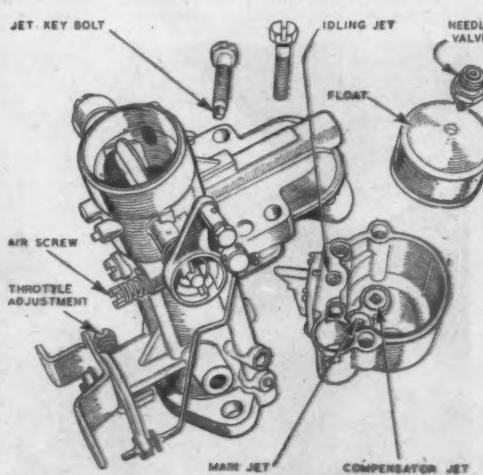
butor itself. This unit is usually neglected because it looks more complicated than it is. The points should be clean and free from pitting. The small nuts and screws which lock the adjustable portion of the contact breaker in position and hold the condenser must be tight. One instance of faulty running which gave every symptom of petrol starvation was eventually traced to a loose contact point arm which allowed the clearance between the points to vary. Incorrect setting of the distributor and ignition timing will result in overheating of the engine if the ignition is retarded, and in poor starting.

Starting and running of the engine and car depend largely upon the battery and its wiring connections. If the starter motor appears to have a "lazy" movement or does not turn the engine, check that the heavy cables to the starter switch and battery are in order. Check the tension of the dynamo drive belt if you suspect the battery is not getting full

the starter fails to engage with the flywheel. Occasionally a second push on the button will have the required effect, but if not it usually means that there is dirt on the pinion screwed sleeve; to clean this it is necessary to remove the starter motor from its housing in the crank case. If the starter pinion sticks in the flywheel teeth, it can be disengaged by rocking the car with reverse gear engaged or rotating the square end of the starter motor shaft with a suitable spanner.

The lights and accessories depend upon the battery and if this is completely run down they will not function. On the other hand, lighting failure can be caused by a broken wire or a blown fuse in the lighting circuit. If the lights are dim when the engine is ticking over and become bright when it is speeded up, then the battery is undercharged. The majority of wiring faults can be traced to loose terminals or deteriorated insulation. If a fuse blows, the cause should be determined before it is replaced.

Braking systems can become inefficient without the regular driver of a car being aware of the danger. Excess oil in a rear axle or damaged oil seals will allow lubricant to reach brake linings; they must either be renewed or washed in petrol and thoroughly cleaned. If the pedal feels "spongy" there may be air in the brake fluid or a seal worn in the brake master cylinder. Brake shoes that tend to bind in the drums are betrayed by sluggish running, poor fuel consumption and overheating of the brake drums, which can be felt through the wheel. There may be too much fluid in the supply reservoir; a wheel cylinder may be sticking, or a brake shoe pull-off spring broken.



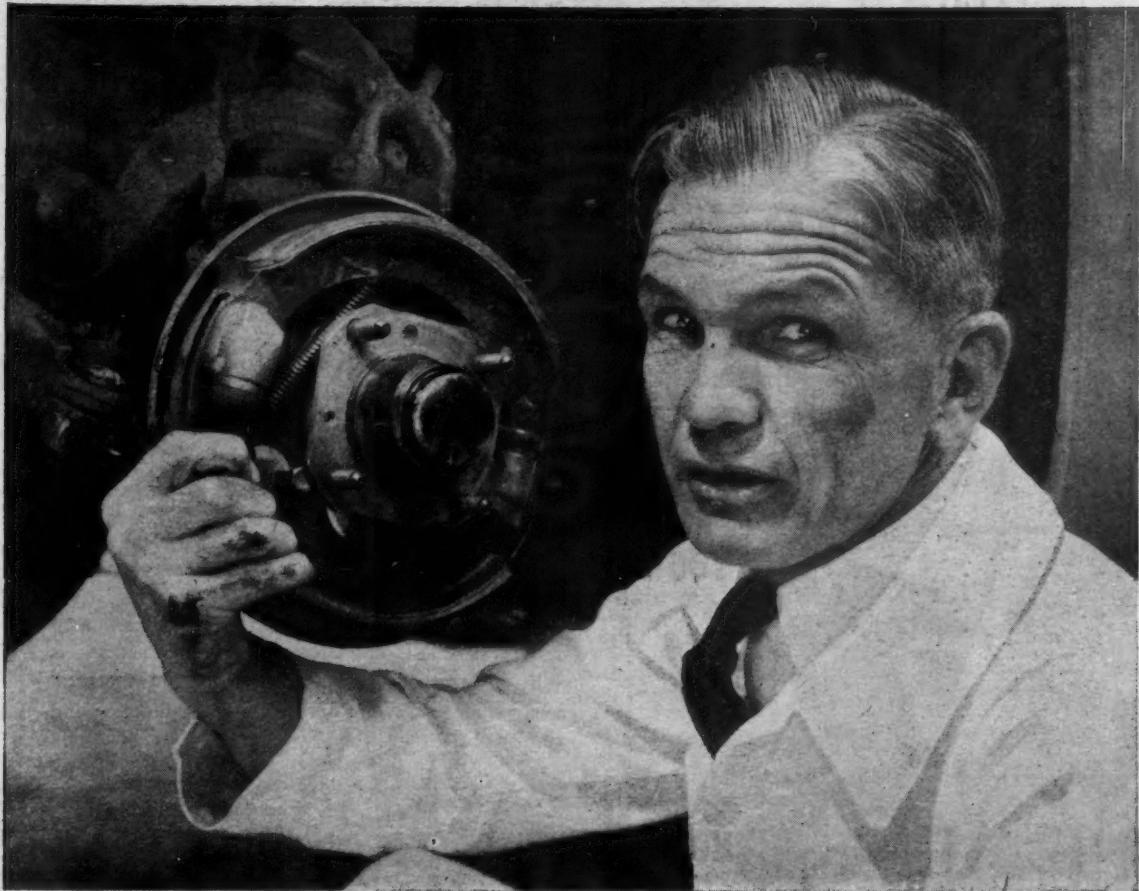
charge. If the belt is slack it will not rotate the dynamo at sufficient speed for the latter adequately to charge the battery.

Sometimes pressure on the self-starter button results only in a whine from beneath the floorboards as the pinion of

Rubber Highways

FOR the first time, the fast-moving traffic on one of America's major highways will soon be travelling on a rubberized surface. The Florida Turnpike Commission is seeking tenders for a sixty-mile stretch of dual carriageway to be surfaced with rubberized bitumen.

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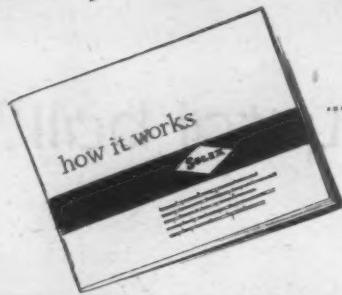
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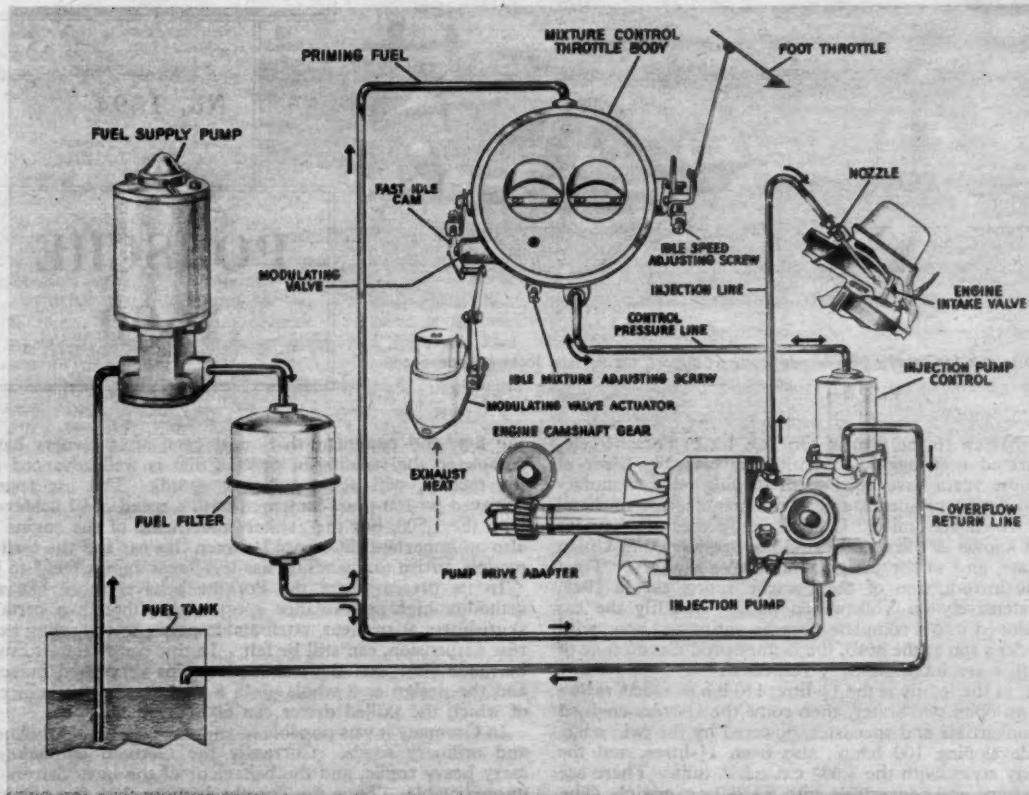
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PETROL INJECTION IN AMERICA

—New Fuel Supply System by U.S. Bosch Company



Schematic layout of the new American Bosch petrol injection system. Unlike the carburetor, petrol injection equipment meters a "shot" of fuel to each combustion chamber, one of the difficulties of design and manufacture being the production of a metering device to deal accurately with the small quantities of liquid fuel involved

FOR many years in the past some prophets foretold that the days of the carburetor were numbered, and that even the cheaper production cars soon would be fitted with a petrol injection system. Then prototype turbine-driven vehicles made their appearance in several countries—the first of these being the British Rover—and the optimists thought that this new development might become accepted practice for the world's cars before a sufficiently simple, reliable and cheap-to-produce petrol injection system for the piston engine could be perfected.

Turbine research continues apace, but there are as yet many problems to be solved before turbine cars are marketed. Fuel injection, on the other hand, has arrived; there is already more than one standard production car employing it, and now there is news from America of a ready-to-fit layout which may well become standard equipment on some of the more expensive 1957 models, on the market at the end of this year.

Ten years of research and a considerable amount of road testing lie behind this

new equipment, which is the work of the American Bosch company. Although no manufacturer may yet have contracted to adopt the system, some of the most famous names in the American industry have been linked with it—among them Ford, General Motors and Chrysler.

The claims for petrol injection are as follows:

1. Fuel economy is improved, because distribution is equal to all cylinders, so that it is no longer necessary to have an over-rich mixture to prevent any one or more cylinders receiving too lean a supply. Mixture is also weaker during idling and on the overrun.
2. There is less petrol dilution of the engine lubricating oil.
3. Low speed power and torque are increased by a claimed 10 per cent.
4. Throttle response is improved, and hence acceleration.
5. The system being pressurized, vapour lock and icing troubles are much less likely.
6. Bonnet contours can be lowered as

much as six or more inches, the injection equipment requiring less height above the engine.

Illustrated is a schematic diagram of the Bosch layout, which is largely self-explanatory. An electrically driven pump delivers fuel through a micronic filter into a fuel metering and injection pump, driven at half engine speed from the engine camshaft, and thence to the injector nozzles in the engine cylinders or manifold. A control unit, mounted on the injection pump and actuated by a further mixture control device influenced by manifold pressure, is linked to a slide valve covering the radial inlet ports to the pump plunger; it varies fuel delivery to the injector nozzles by regulating the area of these ports.

The modulating valve actuator, controlled by exhaust heat, operates a priming valve in the mixture control unit for cold starting and opens the throttle butterflies. The air-fuel ratio for idling is governed by a screw adjustment, which alters the pressure in the pump control chamber. A second adjusting screw limits closure of the throttles in the usual manner.



Autocar ROAD TESTS

No. 1594

PORSCHE 1600

Even in this five-minute pose beside Stuttgart airport, the Porsche looks impatient to get on the move

ON March 16 the firm of Dr. Ing. h.c.F. Porsche celebrated in Stuttgart its 25th anniversary. Most of those years have been spent helping other manufacturers on design problems, and in the manufacture of diesel engines which continues. Until recently the late founder was best known as the man behind the pre-war Auto Union racing cars, and as the designer of the Volkswagen. Then came the introduction of the Porsche sports car in 1949, based extensively on Volkswagen parts. Steadily the car has developed into a complete Porsche entity and now, with the founder's son at the head, the factory produces a range of models that are internationally respected.

Fastest in the family is the 1½-litre, 110 b.h.p. sports racing Spyder, an open two-seater; then come the Carrera-engined coupé, convertible and speedster, powered by the twin o.h.c. engine developing 100 b.h.p., also from 1½-litres, and the same body styles with the 1,600 c.c. o.h.v. unit. There are also the coupé and convertible with a 1,290 c.c. engine. The 1,600 in standard tune develops 60 b.h.p., while the Super develops 75 b.h.p. at the expense of being relatively a little rough. The Carrera-engined cars are very expensive, and made only to special order.

A test of the 1,500 c.c. coupé appeared in *The Autocar* of November 6, 1953, and as it is the standard 1,600 that now constitutes the bulk of production, this model was selected for a full test, recently completed in Germany.

Apart from the small increase in engine size and the effect produced thereby, the 1,600 is very similar to the model previously tested. That is, both have rear-mounted, air-cooled, horizontally opposed o.h.v. engines, and smooth body shapes designed for two adults and one or two children (or a third adult on local journeys).

The sports-racing background to the Porsche is discernible from the moment the car moves off. The driver realizes at once that this model is something right out of the run of ordinary cars. The placing of the controls, the seating position, and the acceleration provided by the good power-to-weight ratio, are but a part of the first impressions. To these can be added the high gearing, superb gear-change mechanism, and steering accuracy of the highest order. Here is character that is not easy to define, conveyed indirectly perhaps, and in part by the international custom of Porsche drivers to flash head lights at each other in salute.

Porsche claim that any 1,600 will achieve 100 m.p.h. on

Speedy purpose is suggested by the frontal appearance. Side lights which incorporate flashing indicators are mounted beneath the head lamps, and there are outlets connecting with the horns. There are no extraneous protrusions to cause wind noise or reduce maximum speed

the flat, and comment that most cars, after owners have completed the running-in process that is well advanced in the factory, will achieve higher speeds. The car tested achieved its 100-plus, compared with a speed of 91 achieved with the 1,500, but the greater smoothness of the engine is also an important difference between this car and the earlier models. Also the handling has less "rear engine feel" to it.

In its present form the Porsche behaves more like an orthodox high-performance sports car, although a certain skittishness at the rear, attributable partly to the swing axle rear suspension, can still be felt. In this connection it must be made clear that the stability remains very good indeed, and the design as a whole gives a liveliness to the controls of which the skilled driver can take advantage.

In Germany it was possible to enjoy the car on *autobahnen* and ordinary roads. Currently the German *autobahnen* carry heavy traffic, and the behaviour of the lorry drivers is unpredictable. Thus the Porsche is more than fast enough to keep its driver alert on such great highways. Even an *autobahn* has cobbled hills, with curves sharper than usual in the mountainous areas, and with the rev counter indicating 4,500 r.p.m. or more, and the speedometer comfortably above the kilometre equivalent of 90 m.p.h., these cobbled downhill curves can be negotiated with an absolute stability that flatters any driver who has a light touch.

Off these main highways the car is even more enjoyable, for its modestly sized engine does so much without fuss, provided that the driver expends on the gear box energy equivalent to a housewife cutting soft butter. With 48



m.p.h. available on second without exceeding the red zone on the rev counter (which finishes at 5,000), and 75 available on third, top remains unused on winding or hilly sections, yet there is still no fussiness from engine or gear box.

Third is so quiet that even on the *autobahnen* it is possible to cruise behind other traffic at 70, thinking that the car is in top. Up and down hill, round every type of corner, seizing brief opportunities to overtake safely, the gear box is steadily in demand, and for this reason it is worth taking a closer look at it. All four speeds have synchromesh, and as the maximum speed on first is 29 m.p.h., this gear can be used when required on steep, hairpin turns, or when picking up after slowing to a crawl. The slim change lever is mounted centrally, but the box is at the rear. At a standstill, when engaging first or reverse, the distance between the lever and the box can be noticed by the behaviour of the mechanism, but once under way, changes are limited in speed only by the driver's agility, and the synchromesh is quite unbeatable. In second gear, and on the over-run, increased noise is noticeable.

Many high performance cars are often seen to be driven quite slowly, but observation of many Porsches in their native land reveals that these cars are bought by people who like to drive fast. Thus engine noise at high speed, and wind noise, too, are of importance. Regardless of road speed the 1,600 engine is never obtrusive, the noise level certainly being restrained for a car with such a high performance for its engine size. The really happy engine cruising speed that can be kept up for hours (on *autobahnen* at quiet times) is 4,000 r.p.m. (about 80 m.p.h.). Above this speed the engine note becomes more insistent, but many miles can be covered at full throttle without the oil temperature rising too high. The beautifully smooth shape of the coupé coachwork cuts wind noise down to the negligible category, and if the windows are closed conversation can be enjoyed in normal tones at maximum speed. When a window is open, discomfort is caused at high speed by reverberation of the air in the car which hurts the ears; because it is desirable to keep the windows closed, some improvement in ventilation in warm weather is desirable. As the car will so willingly cruise at 90 m.p.h. it is made to do so by most drivers when traffic conditions permit, making the m.p.g. range of 29-36 all the more creditable.

At under 1,500 r.p.m. the characteristics of the flat four engine and the transmission result in a reduction in response and a slight feeling of snatching. In traffic, free use of the gears is thus necessary to obtain flexibility of performance.

Oil temperature is important in the Porsche. If maximum speed is maintained for many miles, the temperature rises to about 120 deg C, which most owners would regard as the top permissible limit. One must ease up on super highways when traffic is light, but rarely are traffic conditions such that top speed must be limited by the rising oil temperature. When driven hard at high r.p.m. the oil is "thin," and owing additionally, no doubt, to fairly generous lubrication of the cylinder walls, the oil consumption is quite heavy.

Of all components the brakes play a major, if contradictory, role in giving speed and Porsche a synonymity. On test, maximum braking power was obtained at all speeds



The smooth shape is seen to best advantage from the side. There are no unnecessary curves, and ornamentation is restricted to a practical rubbing strip at the base of the body. Here the car is seen outside the Porsche administration block in Germany. Impressions on British roads of a 1600, provided by the British concessionaires, A.F.N., Ltd., of Isleworth, Middlesex, appeared in our issue of Nov. 18, 1955



The air-cooled engine is installed compactly at the rear. The fan looks after cooling and can also direct hot air to the interior of the car. Carburetors, dipstick and oil filler are all reached easily, and the engine can be removed for major service with little difficulty

with no more than 50 lb pressure on the brake pedal—pressure, in other words, that is firm but not hard. The percentage efficiency was high, and the car pulled up all square even after repeated brake application. There was no trace of fade regardless of the type of driving. It is a comfortable feeling in this type of car to know that the brakes are always adequate, provided only that the road surface is not slippery, and in the 1,600 one has that confidence in full measure.

The model is very much a quality car, assembly of the mechanical components being completed with as much attention to detail as is the construction of the Reutter coachwork. All steering mechanisms, for example, are run-in on the bench from full lock to full lock for the equivalent of 5,000 km on the road. With only two and a half turns from lock to lock, and a perfectly smooth mechanism completely free from play, the steering is ideal, high-gearaged precision not affecting the light feel. Road shocks pass almost unnoticed, yet the feel of the steering is essentially live.

Considerable attention is paid to detail in the general conception of the coachwork, the most important aspect being the driver's seating position. Both of the separate front

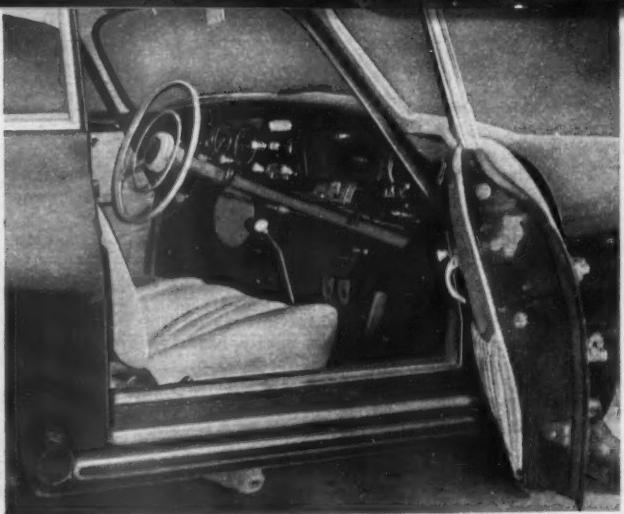
Luggage space is modest and of an awkward shape. Fitted cases would be necessary to take full advantage of the room available. The tools are housed at the foot of the spare wheel



PORSCHE 1600 . . .

seats have backrests adjustable from the vertical to semi-reclining positions, and the comfort is a happy compromise between the firmness of the sports-racing seat and the softness appropriate to the tourer. The passenger is not quite so well accommodated, as he instinctively swivels his shoulders away from the driver to provide maximum elbow room, whereupon his left knee (on a left-hand drive car) tends to interfere with quick engagement of top.

All-round visibility is good. The sharply sloped bonnet reveals the road to within a few feet of the driver himself and the car can be placed accurately without conscious effort. The windscreen pillars are slim and the area of glass in the sides is large. A considerable quantity of luggage can be



The layout of the instruments and controls is good, and the driving position excellent. The slim gear lever operates a gear box with unbeatable synchromesh on all four forward gears. There is a large radio speaker on each side of the scuttle. One must stoop to get into the car, but the wide doors make entry reasonably easy



A neat chrome grille allows air to escape from the engine compartment. The flashing indicator lights are separate from the orthodox rear lights, and there are deep overriders on the wrap-round bumper. Models with the standard 1,600 c.c. engine may be identified by the single exhaust pipe

carried within the body when the car is used as a two-seater without affecting rearward vision.

Instruments and controls are well arranged. Directly in front of the driver are the important rev counter and the speedometer (with trip mileage recorder), and at the top of a third dial is the oil thermometer with the fuel level gauge below it. There are indicator lights for the ignition wipers, oil pressure and main head lamp beams. A reserve fuel switch is under the facia and foot operation is used for the windscreen washers.

The central button on the steering column flashes the head lamps in daylight and, when the lamps are in the dipped position at night, they bring on the main filaments additionally. A horn ring is fitted for audible signals. This button for lamp flashing is widely adopted by Continental manufacturers and is most useful at any hour. (It also

explains why Porsche drivers can effect an understanding flash at each other at very short notice.) The standard head lamps are powerful, enabling high speed to be maintained during the night. Although they are mounted lower than on most cars, the range in the dipped position is adequate and does not seem to worry oncoming drivers.

Detail finish of the Reutter coachwork is of a standard associated only with high-quality cars and all fittings are solidly made, work smoothly, and are well finished. Yet extensive use of light alloy helps to keep the kerb weight down to 16 cwt.

There is a lockable glove compartment in the facia and slim pockets in the doors and below the radio speakers on either side of the scuttle. An ashtray is fitted centrally in the facia above the radio controls and above it is a good map light which, however, is not screened from the driver's

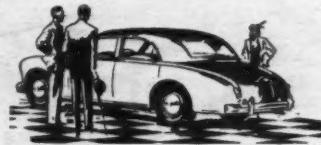
There is little room in the rear for passengers, partly because the backrest is too near the vertical. However, an adult can be squeezed in on short journeys, or children can be accommodated. The backrest of the rear seat folds down to allow extra luggage to be carried



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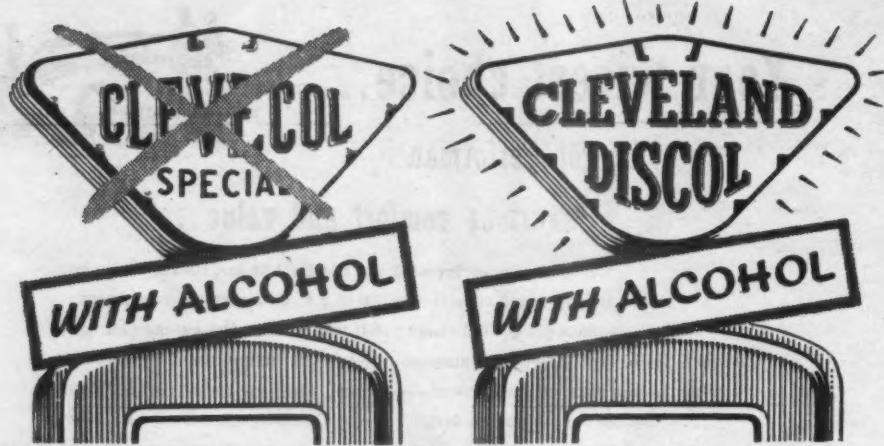


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British Caravan Road Rally

The animated scene on the esplanade at Bognor Regis where the Concours d'Elégance was held

ACCENT ON MOBILITY : WINCHESTERS TAKE PREMIER AND TEAM AWARDS

THE British Caravan Road Rally, held last weekend, had an air of maturity which was lacking in its predecessors. The Caravan Club have devised a system of handicapping in which the weight of the van in lbs, multiplied by 100 and divided by the towing car's engine capacity in c.c.s, is used to determine the percentage of marks awarded which are allowed. A handicap number of between 124 to 200 permitted a percentage of 100; at the other end of the scale a handicap number of only 52 or 53 was given a percentage of 81.

The winner, Lionel Hutchings, took full advantage of this formula, his Winchester Pipit (1,897 lb) and M.G. Magnette (1,500 c.c.) outfit coming just into the 100 per cent range. The winner of the second award, G. E. H. Godber Ford, was much lower in the scale. His Berkeley Delight (1,841 lb) and Sunbeam saloon Mark III (2,267 c.c.) entitled him to only 90 per cent of marks obtained. The outfit taking third place, another Berkeley but heavier (2,667 lb) and an Austin A.90 (2,639 c.c.) gave F. Haigh an entitlement to 95 per cent of his marks. These differing results seem to indicate that the formula is sound, and does not encourage freak outfits.

There were 107 starters, who left from five points—Bristol, Worcester, Nottingham, Peterborough and Luton—for a

night run of 175 miles ending at a rest site at Hindhead. An average of 25 m.p.h. had to be maintained. Nearly all the competitors reported an uneventful drive, but C. H. Gardner had a rear spring on his Vauxhall break—this was repaired by some quick work at Hindhead.

W. P. Stote, vice-chairman of the club, was involved in a serious accident—his outfit (Humber Super Snipe/Freeman Special) is reported to have been in collision with a lorry which was carrying a Bailey bridge. Both car and van were wrecked, but fortunately Miss Marian Stote, who was the only person in the van at the time, was not seriously injured. C. W. Randall's Car Cruiser also showed signs of damage, the near-side rear wall being smashed.

The weather at Hindhead was unkind, a near-freezing temperature and a strong wind in the early hours producing the maximum of discomfort. As each van was parked, blinds were drawn and heaters turned on while the occupants produced breakfasts and later slept. It was possible almost to separate the amateur entries from those of the trade by whether the windows showed signs of condensation. Most of the trade entrants were content to let the Royal Hut Hotel supply the necessary creature comforts.

Then the competitors moved off at two-

minute intervals to a hill 1½ miles east of Chiddingfold, where a stop and restart test was held on a 1 in 8 section. Despite a strong smell of burning clutch linings, most of the competitors were able to cope, though many lost marks on a time basis. The few failures were suffered by towing cars which had high bottom gear and small diameter clutches.

From Chiddingfold, to avoid congesting the roads, the competitors were given four separate routes by which to reach Goodwood, where the remainder of the special tests were due to be held. As a further test of navigation competitors were not given a route card, but only a number of points through which they had to pass. The routes were timed to require an average speed of 20 m.p.h. The same navigational arrangement had applied to the night section, with the penalty of disqualification for exceeding 30 m.p.h.

The Goodwood events comprised acceleration, fast towing, braking, driving judgment, reversing and siting, and uncoupling and handling. In the test for acceleration competitors were required to travel 200 yards from a standing start in 15 seconds. Ten succeeded in getting full marks and most of these were in the 85-90 per cent handicap range.

For the fast towing test, from a flying start, the outfits had to enter the section on a slight bend, with a brisk wind blowing from three-quarter rear. These conditions were conducive to "snaking," but in fact most of the vans were extremely stable, though not wildly fast—perhaps owing to the natural apprehension of the drivers as to how they would fare in the brake test which concluded the run. Out of a possible 20 marks the winner got only nine, but Godber Ford had 19. Ian Mantle, last year's winner, was credited with full marks.

One or two of the outfits came to a screaming stop in the braking test, but most of them took it very gently, since no extra marks were allowed for stopping inside the prescribed distance, which was assessed from the competitors' average speeds over the timed quarter-mile of the fast towing test. For an average speed of 35 m.p.h. the allowance for stopping was 98ft; for 40 m.p.h. 121ft; 45 m.p.h. 150ft; 50 m.p.h. 189ft; and for 55 m.p.h. 232ft.

Reaching competition standard in reversing and siting and uncoupling and handling is largely a matter of continued

The scene at the reversing test at Goodwood. Going through is C. S. F. Kent, Humber Super Snipe/Kelston Vacation, while C. W. Hart, Standard Vanguard Diesel/Fairholme Silver Dawn, waits his turn. In the background are the vans of club members who turned up to watch the tests



practice. Reversing a van accurately in limited time and space is very difficult, and many of the competitors—mostly the amateurs—got into hopeless tangles. Some, however, were a joy to watch.

Perhaps the most difficult test was one appearing to be the simplest—of driving judgment, in which the driver, against the stop watch, had to drive past three swinging padded panels and, by touching them with part of either the car or caravan, deflect them not more than 4 inches.

The attempts at this illustrated how difficult it is actually to hit anything intentionally. Some missed by inches, others by a hair's breadth, while others forgot that wheelcovers protruded and, having deflected the panels the requisite amount with the front corners of their vans, exceeded the limit with these protuberances.

The rules for this test prohibited the use of any car door or protruding accessory to strike the panels and "for this test no mirror, width indicator or other



Ian Mantle, last year's winner, in the stop and restart test at Chiddingfold. With his Wolseley 6/90 he tows a Berkeley Delight Special



K. D. Stephens, Armstrong Siddeley Sapphire/Carlight Caribbean, at speed

Winning ladies (left to right, below) Mrs. R. Wray, navigator; Miss MacFarlane, co-driver; Mrs. B. Tetley Jones, driver; and Miss Herring, navigator.



accessory may protrude beyond the off side of the car body below 3ft 6in." This rule did not prevent at least one competitor from using a wire sighting device very effectively. One or two of the more artful drivers did a crafty swerve in order to hit the panels with the rear corner of the van.

On Sunday the vans were paraded through Bognor Regis where a concours d'élegance was held. The onlookers, of which there were thousands, must have been impressed with the display of comfort, efficiency and beauty.

The awards went to two classes—£500 and over and below £500. In each class a cup was awarded for the best amateur

and the best trade entries. Winners were: Above £500, Amateur, G. H. Hollingberry (chairman of the Caravan Club) with his Winchester Pipit towed by a Jaguar Mark VII. Trade: P. Escott North, whose outfit comprised a Car Cruiser Clubman Land-Rover towed.

The Amateur winner in class II was J. D. Butlin, who has a non-proprietary van and tows with a Humber Hawk. The Trade winner in this class was D. A. Pearman with his Safari 16/Standard Vanguard outfit. Mr. Pearman was also a class winner in the concours last year.

J. Y.

RALLY WINNERS

Caravan Trophy: L. E. Hutchings (Winchester/M.G. Magnette), 220 marks.

National Caravan Council Challenge Award: G. E. H. Godber Ford (Berkeley/Sunbeam Saloon Mark III), 203 marks.*

Third Award: F. Haight (Berkely/Austin A.90), 207 marks.*

Team Award, Esso Challenge Cup: Winchesters. J. R. Fellows, L. E. Hutchings, G. H. Hollingberry.

Ladies' Award: Mrs. B. Tetley Jones.

Medals were presented to the first 25 competitors.

* If the winner of the Caravan Trophy is a trade entry, the N.C.C. Award goes to the amateur with the highest marks, and vice versa.

Below are the winners: L. E. Hutchings and his co-driver L. Hill (centre) who took the first prize, together with the other owners and co-drivers making up the Winchester team. (Left) G. H. Hollingberry, holding cup won in Concours, and M. J. Hollingberry. (Right) J. R. Fellows, holding the team award, and D. O. Fellows



THE FASCINATING LAND



Black boy

An English Motorist

Looks at Australia

PART II

"1.30 p.m. Barbecue lunch at Saltram Winery"

IF I wish to feel the pull of the fascinating land to the fullest extent I think of our tour of the Barossa Valley. We were staying in Adelaide, in the delightfully colonial-styled South Australian hotel, with its pillared verandas facing Parliament House across the North Terrace. Adelaide's streets are wide beyond belief, so that when the summer sun bakes down ("Rain has never stopped play at Adelaide!") from the blue-steel sky the cars parked along the sides are an iridescent shimmer.

East from Adelaide runs the Torrens Valley ("The Amazon of South Australia!") in a defile that now, at the end of the summer, was a canyon of pure gold from the dried grass that clothed the sides. Black against the gold were the black boys, one of Australia's weirdest plants. A short trunk, almost barrel shaped and black of colour, supports a head of grasses like pampas leaves, and, from the centre of these, one or two bullrush-like spikes grow up

three or four feet. In other parts of the country the black boy will squat in the grass, his barrel body invisible; over in the West Australian Never-Never the trunk may be ten feet tall. He is characteristic; he is striking, and his presence above the green streak of gums down by the water in the bottom of the Torrens gorge made it quite obvious that this was a tour in a strange land, a fascinating land.

We wound along on a good tarmac road. "No fires after November 5," read warning notices, and we were told that another month must pass, into April, before it would be permissible to boil a billy for a picnic. Such is the terrible danger of bush fires.

The soil hereabouts is rich and irrigation brings it into a glorious fruition. There are citrus fruits and heavy vegetable cropping, and even with the meagre twenty inches of rainfall cattle thrive. When you leave the Torrens valley behind, timber is fairly plentiful, and as we stopped at Springton, a typical bush town, the magpies were uttering their extraordinary warbling cry in trees alongside the road. The magpie, seemingly only distantly related to our English species, is protected in Australia, where bird life is scarce, as, for the matter of that, is animal.

The road turned back on itself, heading now just west of north, and the first vineyards began to appear. Ultimately we swung into the gates of a winery, turned right up a rutted track of red, dusty earth, and pulled up on the lip of a dell that held a billabong—a pond sheltered by a circle of gums. By the edge of the water the fires were already heating the grids on which the great steaks would frizzle.

We drank first Stonyfell Fino sherry (H. Martin and Son) and judged it excellent; then Pearl Moselle "Montagne de Pierre" with Murray River cod, cooked under our interested inspection. With the steaks went Stonyfell claret, off the wood, and all these wines made an outstanding impression.

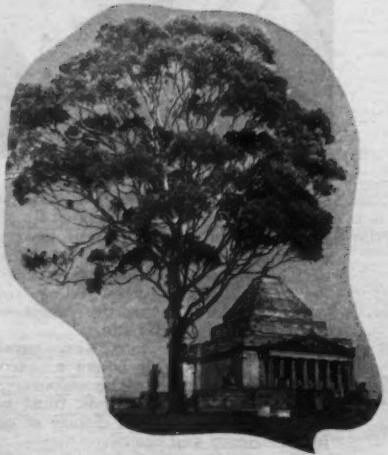
I have yet to learn what Australian wines are like drunk in this country, but over there they were excellent. Australia is not well served by her publicity organizations

By MICHAEL BROWN

Photographs by the Author



Southern coastline, Tasmania



1914-18 Shrine, Melbourne, and commemorative eucalyptus

in this country, and one of the industries that has suffered thereby is the wine industry, aided by resistance on the part of British importers of Continental wines. The country of "grocer's port," and "grocer's sherry" is, in fact, a rival to Europe in its table wines.

The breeze stirred the surface of the billabong and brought the juicy smells from the steaks. The chef was the owner of a neighbouring winery; he selects the beef "on the hoof" and was emphatic concerning the necessity of turning the meat on the grid once. The meal bore out his technique, baked potatoes in their skins and a grilled tomato completing the platter.

This barbecue custom is a frequent one; later we enjoyed another in Tasmania. The Australians also have a pleasant way of holding buffet dinners, at which the tables are laden with good things and the informality is assisted by the periodical forages of the guests in search of more.

* * *

I sat on a seat in Adelaide's King William Road enjoying the scent of the oleanders. The night was hot and the crickets shrilled. An aboriginal sidled up to me. He was a big fellow clad in a thin blue suit and his voice was thin and high.

"Sir, can I ask you for a cigarette?"

I pointed out that I did not smoke, but he leaned over the back of the seat and I could see that a further advance was coming. He had, he said, come in from the far country—a nicely unconscious turn of phrase—could he, sir, ask for some help towards a bed in the city? I had but a few coppers, which I gave him, and he turned towards the city and walked off. A pity that it should happen to a visitor.

"You can regiment them for awhile and then they go walkabout."

WHAT is said about the aboriginal is also applicable to the white Australian, only he tends to go walkabout on four wheels. The high standard of living permits extensive car ownership, and the habits of motorists make an interesting study for the visitor. Certain details are immediately noticed. There are yellow lines on the pavements, which pedestrians consistently disregard, but they are extremely obedient of the lights or police at traffic junc-



King William Road, Adelaide

Surf beach, Norfolk pines, Sydney



U-turns, obedient pedestrians and lights, Melbourne





THE FASCINATING LAND

tions; there are fines for jay walking. The U-turn is employed at big junctions in Melbourne, by which the right-turning traffic holds the extreme left of the road and makes its turn ahead of the stationary traffic coming in on the left-hand leg of the cross-roads. When this traffic is released the U-turners precede it.

A speed limit of 30 m.p.h. applies in towns, 50 m.p.h. in most areas outside, though infringement of the general speed limit gives real trouble only if an accident is involved. Driving seems good, at least as good as in this country, and there is an absence of the real potterer. Six cylinders and plenty of room are preferred.

Petrol was 3s 6d a gallon when I arrived in Sydney, 3s 9d when I left, Mr. Menzies having made the difference with his anti-inflation measures.

Service stations are well equipped. A big one in Brisbane reckoned to handle 88 to 90 jobs a day, and an indication of the standards was the insistence that wheel alignment should be checked after each bump, even if it were only into a really bad pothole. The Australian, it seems, looks after his car (a Morris-Oxford costs him over £1,000 Australian, so he needs to) and he will get about 30,000 miles from a Minor before a reboore is necessary. The side-valve Oxford commanded a lot of respect and frequently attained 100,000 miles without a reboore. Oil change mileage is 1,000 rather than 2,000, and cross-blended oils are of not much benefit in a country where it is rarely cold. SAE 30 is the usual viscosity rating.

A Morris Minor's tyres will cover 22,000 miles with

reasonable use, and nylon is by far the best material for upholstery, being cool, washable, and non-dirtying.

Australia, like all countries, is running into city congestion, and building upwards is not helping. The approaches to Sydney Harbour bridge are appalling at the rush hours, and the Pacific Highway No. 1 is overcrowded out of the city. The only 25 miles of four-lane road in Queensland run out of Brisbane towards the mining town of Ipswich . . . But there is still lots of room in the bush, for this is a big country.

Into this market, already predominantly British, B.M.C. are planting a still bigger stake, notably at the 56-acre ex-racecourse factory site in Victoria Park, Sydney, where much expansion is taking place. It will be eight times as big in a year's time as it was a year ago, and the new factories will employ a significant degree of automation. B.M.C. have 20 per cent of Australian registrations and 38 per cent of British vehicles registered, so this seems a good time for consolidation of production capacity; 46,901 B.M.C. vehicles were sold in Australia in 1955.

The A50 drifted gently down into the forest. "Open the windows," said my host.

The forest was filled with the sound of bells, small and silvery, all on the same clear note. "It's the bell-bird," I was told. "A little fellow, not much to look at but fairly easy to see. The lyre-bird?" (the musical name had recalled that other bird of fantasy associated with the continent). "No, you need to be very skilled to see one of those, although it is always worth while keeping an eye open amongst the tree ferns." We were in the Dandenong Mountains of Victoria, a lovely spot. Tree ferns grew all along the banks of the streams, their precise shapes part of the fascination of this wonderful country. If I saw no lyre birds the heads of the tree ferns were aesthetic satisfaction enough.

(To be concluded)

Tree ferns, Victoria





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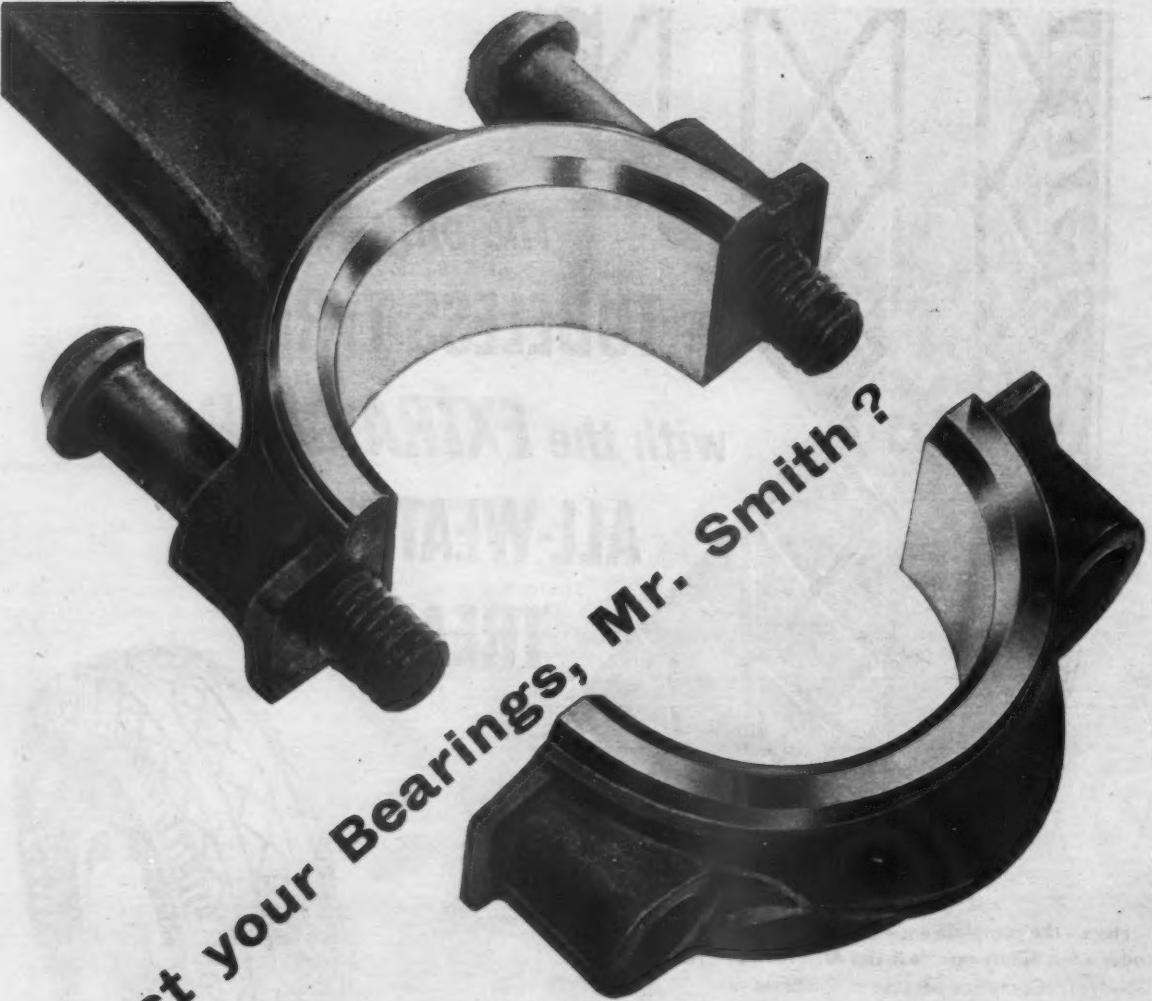
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TURBINES FROM DETROIT

Pipe Dream of Promise?

AMONG the more fanciful "dream cars" across the Atlantic, the General Motors gas turbine prototypes hold considerable promise of really being cars of the future. This one is XP-500, in which is installed the free piston gas generator described in the April 20 issue. Known at G.M. as a Siamese unit, the generator produces 250 b.h.p. from its two parallel cylinders. The gas-producing unit is mounted under the bonnet and the gas duct to the turbine runs along one side of the chassis frame, leaving a flat floor for the interior. The turbine wheel itself is at the rear, in conjunction with the reduction gear to the back axle.

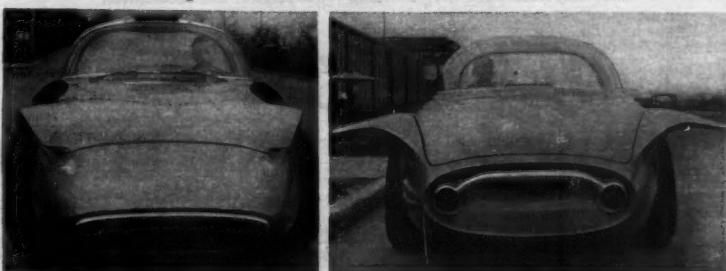
Dr. Lawrence R. Hafstad, vice-president in charge of research at G.M., directed the three years' work that went into the adaptation of the free piston engine to automobile use, and the unit has, in fact, run on whale and vegetable oils—a feature which the more frivolous Press seemed to regard as important despite the fact that whale and vegetable oils are expensive and much more useful for human sustenance. What is important is that the gas producer will burn anything from high octane spirit to residual oils.

The phase linkage which is necessary between the pistons really discounts the descriptive name of "free piston." As G.M. put it, the pistons are not free to rattle back and forth like two peas in a sealed test tube.



XP-500 has a distinct affinity with Firebird, G.M.'s other experimental gas turbine car. Without human figures, it tends to look larger than it really is

Front is blunt and plain, with an air intake to the gas generator low down. The bubble cockpit has gull-wing doors. At the rear is the exhaust proper, through which is discharged the efflux from the rear-mounted gas turbine



James C. Zeder (with group) and **George J. Huebner, Jr.**, (waving) at the completion of the Chrysler turbocar's run outside Los Angeles city hall



Successful Chrysler Run

AT 11.55 a.m. on March 30 the Chrysler turbocar completed its trans-continental run from New York—3,020 miles across America as an endurance test for the experimental machine. Roger Huntington has some interesting comments to make on this run under the heading "Detroit Notebook" in these pages. But whatever the policy behind such demonstrations, it is undeniable that the turbocar did its job with at least the efficiency that one would expect.

The two failures—one of a bearing in the reduction gears and the other of an intake casting—took place near Cleveland, Ohio, and Winslow, Arizona, and each necessitated a five-hour stop. No details of these failures are disclosed, but obviously reduction gears have high-speed bearings.



Instruments, left to right: compressor rev counter, compressor outlet pressure, fuel gauge, turbine inlet temperature (central), oil pump outlet pressure and speedometer

CHRYSLER RUN . . .

Failures of intake castings are now unusual but by no means unknown, and the term may well include intake guide vanes. There have been cases of guide vane failure in aircraft gas turbines—with a wide variation in the severity of results. Should a portion of intake or guide vane enter the compressor itself, expensive noises are to be expected. An intake casting failure would probably be associated with metal fatigue.

Doubtless the Chrysler engineers were well pleased. The turbocar experienced fewer failures than a newly designed piston engine does when subjected to a similar test, said James C. Zeder, vice-president of engineering, while George J. Huebler, Jr., in charge of research, said that they were delighted with the turbine's performance.

Not a great deal has been disclosed about the Chrysler turbine. It is, like Rover's, installed in a production saloon—a 1956 Plymouth—and the controls, as can be seen from the picture, are simplified down to a very normal layout.

How near is the customer's turbocar, "straight off the showroom floor"? No one knows, but there is no doubt of the race that is going on in the U.S.A. to be first to produce it. The Big Three—G.M., Chrysler, Ford—seem to be running well ahead of the rest of the world.

DETROIT NOTEBOOK

CHRYSLER made a big to-do about the "first transcontinental journey of an automobile powered by a gas turbine engine" a few weeks ago. They ran a special Plymouth, fitted with their experimental 200 h.p. gas turbine, from New York to Los Angeles. Apparently it was a fantastically successful deal, if we're to believe the Chrysler public relations men. The regenerator gave satisfactory fuel economy; cruising at 40-45 m.p.h., the average m.p.g. for the whole trip ran between 15½ and 17 Imperial. (A fairer test, it seems to me, would have been to hold the speed around 60 m.p.h.—which is closer to the average highway cruising speed today.)

Only two mechanical failures marred the 3,000-mile trip—a burned reduction gear bearing and a cracked intake casting. I guess the Chrysler engineers were surprised that there were no more failures than this.

I can't help but wonder at the true significance of this kind of demonstration. Admittedly they're basically publicity stunts, and serve no important engineering purpose. But if we're really eight or 10 years away from gas turbines on production cars, as many observers say, it seems that such demonstrations would be useless as

publicity. It's my hunch that the U.S. industry is a lot closer to gas turbines than most outsiders think. (And it's possible that Europe may be considerably closer than we are.) I believe we could see this power plant available at least on some higher-priced limited-production models within three or four years.

* * *

Part of this opinion is based on what I hear and see among my Detroit engineering friends. They aren't talking about theoretical efficiency figures and pipe-dream performance . . . they're talking about how they can manufacture a reliable turbine wheel for a few dollars. They've long since proved that this is a good engine on paper; now they're trying to find out how to put it on the production line.

A recent talk by a Ford engineer before a small technical society in Detroit outlined—in surprising detail—some current industry thinking on turbine engine manufacturing problems. For instance, it looks as if the conventional method of attaching individual turbine blades to a forged turbine rotor disc, by precision-machining the blade root to lock into a slot in the edge of the rotor, will be much too expensive for a mass-

production engine. We will need to attach the blades by simple welding or brazing—or possibly we can come up with a practical method for actually casting a rotor on to a set of assembled blades. A turbine wheel with blades and rotor all cast up in one piece may be feasible for the power turbine stage.

Fabricating the blades themselves will be another cost headache. Up to now we've generally used the investment casting process here—that is, where the blade pattern is made up in wax or plastic, a plaster or refractory mould is cast around it, and then the pattern is melted out, leaving a cavity for final blade casting. This process gives the required close dimensional tolerances and smooth surfaces, but is impossibly expensive for high-volume production.

The Ford engineer estimated that the casting cost could not run above \$0.15 per blade (above the cost of the metal).

* * *

Some Detroit engineers are talking in terms of extruded turbine blades—that's where the shape is squeezed out through a die. This might prove to be a tricky operation, but it should give dimensional control and surface smoothness comparable with invest-

ment castings, and might be done for one-tenth of the cost in quantity production.

Anyway, when the slide rule boys start talking in terms of pennies, you can figure the "production version" isn't too far away. That Ford engineer wasn't talking about problems ten years in the future.

* * *

transmission oil cooler), and the longer shift time seem to have cut performance all the way up to 80 m.p.h. Of course, the engineers were well aware that the new shifting mechanism would reduce acceleration . . . but they figured to add enough horsepower and torque to the 1956 engines to more than compensate.

The Cadillac and Pontiac outfits, who also use the new transmission, seem to have succeeded; but the Olds designers must have miscalculated somewhere. The car is fast losing its reputation as the stop light champ. At the drag strips on a Sunday afternoon, very seldom do you see a standard 1956 Olds with the new Jetaway transmission that can stay with a 1955 using the old Hydra-Matic design. Our own road tests would place the average 0-30 m.p.h. time at 4sec or more.

* * *

All this is causing plenty of concern in the Oldsmobile front office. Performance has been a very big factor in the remarkable rise in market penetration in the last five years. (That figure went from 5.3 per cent in 1952 to 8.2 per cent last year.) Anyway, it looks as if the Olds engineers may literally overpower the problem on the 1957 models. They're increasing cylinder bore by $\frac{1}{16}$ in and the stroke by $\frac{1}{16}$ in, to jump the displacement from 324 to 371 cu in! Present plans call for a horsepower rating of 275, and torque will be about 400 lb/ft at 2,800 r.p.m.! If that doesn't put 'em out in front again. . . .

* * *

If the auto industry can't reach the legislators with its problems—the men who are running the country—how can it expect to develop any sympathetic understanding in the buying public? That question was pounded home to me by a fantastic piece of motor vehicle legislation which was recently introduced for consideration by a New York state congressional representative.

The bill would require a road test of every car and truck coming off the assembly line, to prove that the vehicle was safe for highway driving and that all adjustments were correct. The road test wouldn't be just a quick turn around the track, either. The bill calls for a total of 500 test miles on each and every vehicle—100 miles each at 15, 30, 45, 60 and 75 m.p.h.!

A few slips of the slide rule will show how much thought went into this idea. Figure it out: one test driver could handle 360 miles in an eight-hour day. In a good year for the industry—say, 7,200,000 cars and trucks—it would require no fewer than 40,000 full-time drivers to test them. At \$2.30 an hour for the driver, it would cost \$25.55 to test each car—and that doesn't include the cost of fuel and oil. Where would we test 40,000 cars simultaneously? I fear the highway problems of our states would seem like child's play compared with the auto manufacturers' test track problems.

A FEW more titbits on the coming 1957 models. . . All Chrysler Corporation lines—Plymouth, Dodge, De Soto, Chrysler and Imperial—will have torsion bar front suspension on the next models, with leaf springs continued at the rear. Chrysler will manufacture the bars in their own plants, and tooling is well under way now. No details on the layout are available at present.

So it looks as though Packard will be able to take some deep bows for leading the U.S. industry in torsion bar suspension, but my latest rumble from behind their cold, grey walls is that the magic bars are turning out to be one king-size engineering headache. I hear that cost is forcing them to discontinue the torsion system on next year's medium-priced Clipper lines. (We should remember here that the motor-driven levelizer gimmick adds a good deal to the cost of the Packard design.) The senior Packards will retain it, but they have other problems.

The higher-priced 1957 lines will have a new body with a considerably lower silhouette. (This is assuming that Studebaker-Packard can borrow some money somewhere—which they're having plenty of trouble doing as this is written!) Anyway, the planned lower bonnet line has pushed the engine down . . . smack into the torsion bars running next to the oil sump. There's apparently only one practical way out: Eliminate the deep oil reservoir and go to a dry sump lubrication system, with the oil stored in a separate tank! It looks now that there's a very good chance of this for the '57 Packards.

Oldsmobile are having their problems too. As you probably know, ever since the Olds V-eight engine was introduced in 1949, the light 88 models have had the reputation of being first away from the traffic light against all comers. The "tight" Hydra-Matic fluid coupling, split-torque feature in the gear train, and conservative valve timing combined to give a very quick jump from a standing start. A good 1955 model could run 0-30 m.p.h. in 3.6sec or better.

* * *

Then came the controlled-coupling Hydra-Matic on the 1956 models, with the planetary gear shift controlled by filling and emptying a small secondary fluid coupling. This apparently has chopped into the acceleration pretty deeply. The power lost in oil turbulence during the shifts (which is converted to heat and dissipated in a new

Well, you get the idea. Here's a supposedly well-informed national legislator who comes up with a wild proposal like this. Of course, the bill has no chance of passing . . . but the whole deal is a good illustration of the "public relations" problem faced by any auto manufacturer today.

* * *

NOw that the dust of the big Daytona Beach 1956 "Speed Week" has settled, the manufacturers are sitting back and counting their blessings—publicity-wise. Factory participation in this year's event was far beyond Nascar's (the sponsoring organization's) wildest dreams of five years ago. Up to a year ago, Speed Week was just a tool to permit professional racing men and "lead-foots" in general to vent their enthusiasm for flat-out competition under controlled conditions. It was an orgy of speed—and Detroit wasn't interested.

Then late in 1954 the Chrysler publicity men got the bright idea of kicking off their new 300 high-performance sports saloon by setting a new stock car speed record at Daytona. They entered a team of 300s in the 1955 Speed Week through the large Kiekhaefer racing stable, and easily took top stock car honours with a two-way average of 127.6 m.p.h.

It worked like a charm. Overnight the Chrysler 300 received reams of free (and paid) publicity as America's quickest production car, based pretty much on the Daytona performance. The deal didn't sell 300s like hot cakes, of course; but some of the 300's reputation for performance began rubbing off on the "bread-and-butter" Plymouths and Dodges . . . and that began to pay off.

And that's how it all started. This year at least eight makes—Chevrolet, Ford, Plymouth, Dodge, De Soto, Chrysler, Mercury, and Pontiac—had varying degrees of factory backing for their Daytona effort. This "backing" took the form of special-equipment kits to boost the racing performance of the production cars.

The factories would also maintain shops in the town of Daytona Beach during Speed Week. Oh, not officially, you understand. They would sponsor some separate racing organization, and the cars would be entered through that outfit. For instance, the Fords were handled by De Paolo Engineering, of California. But any Speed Week entrant could take his Ford to the De Paolo garage and get it "tuned" to stock specifications for just a token charge.

The result of all this was some fantastic performance figures. Here are some top two-way averages for several "stock" models:

	m.p.h.
Chevrolet Corvette	145.5
Chrysler 300B	139.4
Ford Thunderbird	134.4
Dodge 500	130.6
Mercury	128.5
Studebaker Golden Hawk	128.4
Chevrolet	121.3
Ford	118.1
Pontiac	116.6

ROGER HUNTINGTON, S.A.E.

Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

LPTB

AMONG the more unprofitable ways of going on, the "war" that is being waged by London Transport against private motoring ranks high. Mr. L. C. Hawkins, a member of the executive, continues it in a paper read before the Scottish Road Passenger Transport Association in April. I object to his implied premise—that the pattern of transport built up by his organization was perfect, and that private motoring has interfered with that perfection. Coming down to sordid brass tacks (or just sordid brass), we find that the perfection lay in 525 rides per head of the population in 1948 against 446 in 1955. I wonder how soon the LPTB will start advertising against television?

At the rate we are going on, says Mr. Hawkins in effect, the whole pattern of urban life will change—and we are, presumably, to say tut-tut and see that it doesn't. I've heard that attitude described as conservative, even reactionary. Come, come; if the car is going to change the pattern of urban or rural life, let's see where it gets us. The horse and cart did so; so did the cinema; so, no doubt, did the invention of sewage disposal and the provision of a disease-free water supply. The process is called evolution and those who try to defeat it usually get submerged.

The other thing I object to in bus propaganda is the spurious statistics about space occupied per bus passenger as against (selfish) motorist. Mr. Hawkins, like most of the LPTB, conveniently forgets the fourth dimension—time. The bus passenger, secure in his public (very) x square feet, stops every two hundred yards or so at a stop while other people come in and take up their x sq ft, and if you want to interfere with traffic flow and cause congestion, the way to do it is to stop for a couple of minutes every two hundred yards or so in a main thoroughfare. Ask the LPTB; if the car does it it is selfish parking. London Transport make money out of it.

Pilotage

MY friend from Paris was coming over to buy a Vespa and take it back. Would we help? Only too obviously we would, because our experience of Vespas was limited and we were interested to learn more, and as London pilots we had a great opinion of ourselves; moreover, friends from Paris are not seen all that often.

The Vespa was obtained, and in spite of extensive car experience was found to be a skittish little mount; my friend felt that perhaps it would not be a good thing to take the test after a couple of days, as she had intended; but after a



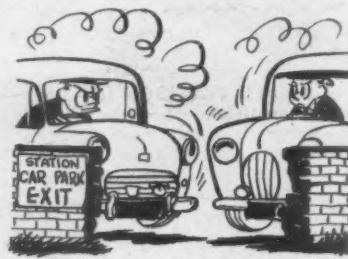
day on the machine she changed her mind, sailed through the test with flying Vespa and requested pilotage from Middlesex to Victoria in order to catch the Golden Arrow.

A Vespa must not exceed 30 m.p.h. for over a thousand miles, I believe, so we selected about 25 m.p.h. as the speed and set off in convoy, the car in the lead and a frozen Vespaian following on. For some reason or other this example of two- and four-wheeled cooperation amused other drivers, but the main thing was that we arrived safely, and you can take it from me, citizens, that if you want your cross-Channel formalities to go smoothly, you need to be young and rather fetching in a white helmet and goggles, and touchingly confident in the abilities of railway porters to do absolutely anything. None of us had the slightest idea where Vespas kept their chassis numbers; never mind, Folkestone would see to that. There was an interval before the train went; never mind, take the bike round to the customs shed and come back as and when. Warmth was restored with the aid of a dry sherry, and the last we saw of our Parisian was the Golden Arrow disappearing from platform eight.

Our friend arrived, safely, and the Vespa has joined the thousands on the French roads around Paris. Any further difficulty? Of course not...

Open Arms

LEAVING one's car parked so that one can make a quick getaway may have its snag. As more than one motorist has found at a station in Surrey, a car thief or joy-rider also



Quick getaway

may be enabled to make a quick getaway. The station is typical of many; there is a lengthy stretch of road parallel to the railway in which cars are parked on one side; the road being narrow, it is necessary to turn in the station yard beside the booking office and taxi stand. If a car is left facing towards the station, a potential thief would have to drive down to the station. But leave the car near the end of the line, pointing away from the station, and not only can he get busy unobserved, but also drive straight out. Need more be said?

Aromatic

A VERY hurt representative of the fuel company in question has rung me up to protest that, in taking a mild rise out of one of their advertising slogans, I might have made it clearer that aromatics in petroleum technology mean something far more than smells, pleasant and otherwise. True, true. Let me quote an authority:

"Fused or condensed aromatic rings also occur in petroleum and it is probable that the asphalt and resins occurring in some crudes are highly condensed aromatics containing numerous fused rings plus complex sulphur and oxygen compounds. Single and polycyclic rings can have paraffin linkage and side chains following the same general structures as outlined for the naphthalene rings. Aromatic hydrocarbon constituents may thus vary as widely as the naphthalenes, the most significant difference being the unsaturated ring structure, and tendency to low viscosity indices and related instability."

From which you gather that there is something quite complex about that "highly aromatic" business. What it is I shall no doubt learn, for the company in question is throwing wide its laboratory doors to me in a week or two's time.

Spikers

THE present American accent on safety for the occupants of their products in the event of an accident deserves all praise and encouragement. Yet the designers seem to give little consideration to the unfortunate jay-walker or other victim of the sort of mishap which throws him into violent contact with the car's prow.

Many of the new models have heavy chromed motifs—scarcely radiator mascots these days—which are sharply pointed at the front and could do indescribable damage. Many of these would not, I fancy, comply with the requirements of British law. A few weeks ago I was looking round a brand-new model from a Coventry factory and noticed that the aluminium window surrounds had untrimmed corners at their upper edges which could inflict quite a lot of damage even in a casual encounter.

SHELL **All the Winners!**



MILLE MIGLIA

1st FERRARI

E. Castellotti

2nd FERRARI

Peter Collins

3rd FERRARI

L. Musso

4th FERRARI

J. M. Fangio

5th FERRARI

O. Gendebien

(Subject to Official Confirmation)

**ALSO USING
SHELL WITH ICA**

SHELL X-100 MOTOR OIL — THE RIGHT PARTNER FOR SHELL WITH ICA



Ask the man who knows...

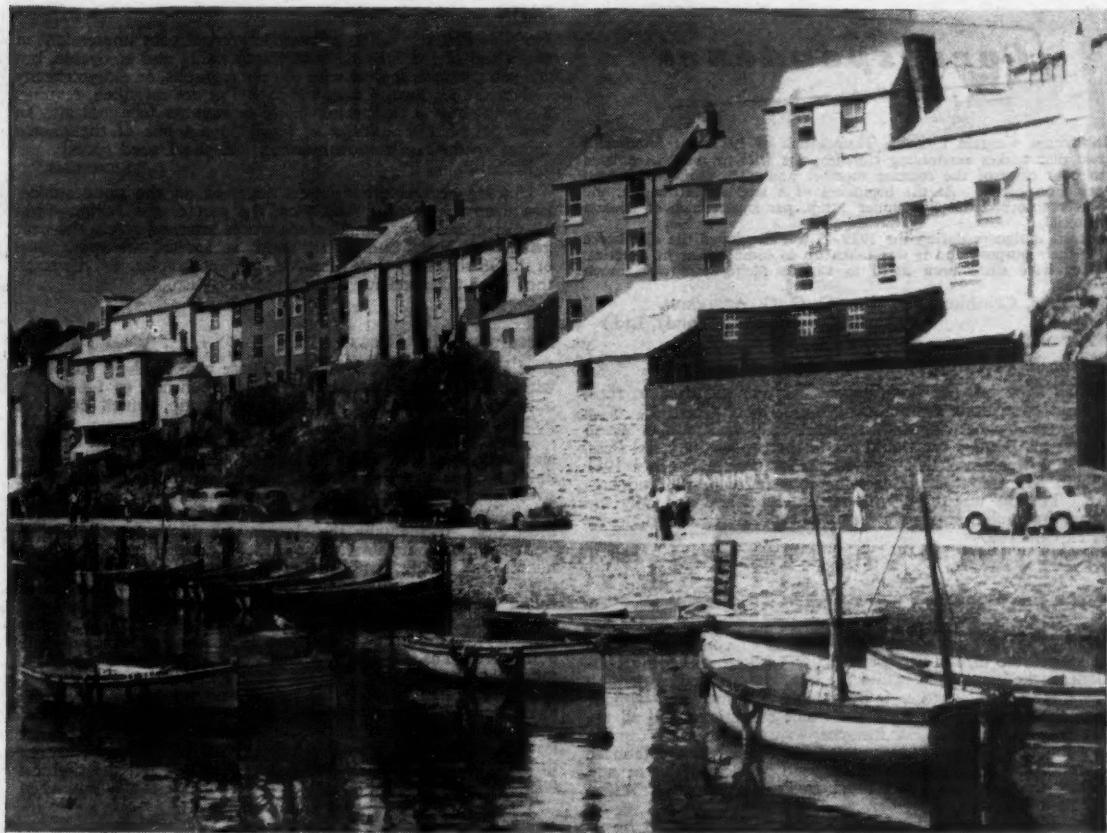
YOUR GARAGE MAN WILL CONFIRM THAT

**Power goes up—
cost per mile comes down**

with



AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable & Southampton



NO PARKING sign roughly painted on the wall is the only discordant note in this harbourside view of Mevagissey, in Cornwall, though several motorists have taken advantage of the wider street on the left to leave their cars while they look round this popular holiday centre

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Safer Circuits

But What About the Drivers? Great concern must be felt these days at the number of fatal accidents which have occurred recently to drivers at car race meetings.

It is generally accepted that it is a dangerous sport—and proved to be so from the spectator's angle last year—but much work has been done recently to safeguard the public, in particular at Oulton Park.

I feel, however, that more could be done for the drivers' safety at Oulton which may well apply to other road circuits.

On the outside of certain sharp bends there are several yards of extremely rough and hard ground cambered against the bend and ending in a shallow ditch against the safety banking—conditions which seem to be ideal for turning over any car which has slid off the track.

I should like to suggest that these areas be thickly covered with loose sand and sloped up slightly from the road level; also where possible a short escape road should be provided with deep sand similar to the railway "catch point" system for stopping runaway rolling stock on steep gradients.

Northwich, Cheshire.

G. C. ROWLEY.

[There is a great deal of truth in what our correspondent says. Sand, however, would not work; it blows on the circuit in windy weather, plays havoc with machinery, and may induce dry skids. The subject is discussed in "The Sport."—Ed.]

Flames in the Car

Accumulation of Marsh Gas? The flame in Mr. Soword's car (March 9) was probably due to marsh gas which had been accumulating underground and was released when his front wheels cracked the frozen surface.

Derby.

R. W. CORBITT.

Disc Brakes

Developments Since 1902. The letter from Mr. S. B. Freidenreich, of Los Angeles (January 6) coincided with my reading an extract from a paper presented to the Automobile Division of the Institution of Mechanical Engineers, by Mr. F. J. Bradbury and Mr. F. G. Parnell, of the Lockheed Hydraulic Brake Co., Ltd.

The part of the paper that is interesting in this instance reads:—

"A disc brake was patented by Dr. F. Lanchester in 1902, but it is not known if it was ever incorporated in a vehicle. It consisted of a thin disc attached to the wheel hub and two small friction pads which clamped the disc between them by a pincer action. The first major application of disc brakes was on German trams during the 1914-18 war, and the A.C. car used them in 1925 or slightly earlier. A transmission disc brake (the Tru-Stop) was used on a commercial vehicle in America in 1928. This incorporated radial passages to give improved cooling and is still in use today, virtually unchanged."

Correspondence

"In Britain, Captain Eyston's Thunderbolt of 1937 was fitted with two disc brakes resembling clutches; the friction pads were fixed to both sides of the rotating member and were clamped between cast iron plates. At the beginning of a stop at 180 m.p.h., the power absorbed was just under 1 h.p. per square inch of friction material."

"Aircraft designers during the 1939-45 war developed the disc brake for their purpose and it was taken up to some extent in America. They have since been fitted to various racing cars with much success."

Wallasey, Cheshire.

C. C. G. ATKINSON.
(Manager, Home Sales, Gandy, Ltd.)

Balkan Adventure

Hillman Minx on the Loibl Pass. I was surprised to read, in your contributor's interesting description (April 6) of a journey to Yugoslavia, that he apparently had doubts as to whether his Bentley car would get to the top of the Loibl Pass. In 1953 I went over this pass, in similar conditions, in a 1951 Hillman Minx convertible carrying four hefty people and luggage. The car was fitted with retread tyres and had only the normal hydraulic braking system, but no particular difficulty was experienced.

Chester.

W. K. Moss.

Horses for Courses ?

When Comparisons Are Valueless. To praise all the automotive products of one country or group of countries, and to condemn those of another, particularly without specifying conditions, makes, sizes, prices and the like, is as absurd as quoting an average speed, whether it be a high or a low one, without giving the nature of the road, the traffic conditions, and all the other relevant factors. For instance, anyone with a car capable of 70 m.p.h. could easily average 68.556 m.p.h. on the Jabbeke Autoroute in Belgium, whether the road be clear of ice or not, provided that there is not too much traffic. This sort of average is credit to neither car nor driver.

Nor, indeed, is the kind wherein the journey is in heavy traffic, and the driver is risking not only his own neck, but the necks of all the other road users who are unfortunate enough to be about. Which of these two extremes, or what shade between them, Mr. Hornby's effort (April 13) approximates to, is, alas, not vouchsafed to us.

Has Mr. Hornby thought that some Americans who have travelled widely in Europe, and driven many different makes and types of cars, and who own European sports cars, still use American cars for many purposes? As a rule, American cars are not very suitable for narrow, congested roads; equally some of our smaller models, capable of only 60 m.p.h. flat out, are not very well adapted for driving from Los Angeles to New York and back twice a week. I am not a lover of chrome-encrusted Bulgemobiles, but to damn all American cars is sheer bigotry. There are both good, and not so good, cars from America, England, and the continent of Europe.

Let us agree that Mr. Hornby's Alvis and M.G. are good cars, but who, in his right mind, would deny that an Alfa Romeo 1900, or a Citroen Six, or a Porsche, or one of a number of others, could stay with either of them?

Warwick.

CAVEAT TAURUM.

Baffling the Suckers

Scot Has a Remedy. Nothing is more infuriating than to return to a parked car and find that a strong-lunged gentleman has taken advantage of one's absence to syphon off the petrol. Since my car will not readily accept a locking petrol cap, some other solution had to be found and, in the hope that it may be of use to others, here is the result.

The petrol filler pipe runs down into the boot, where it is connected to the tank by means of a rubber pipe, fastened by jubilee clips at top and bottom. The upper clip was removed and the filler pipe could then be drawn out of the wing. A piece of fairly substantial wire mesh was cut into a circle, slightly larger than the inside diameter of the filler pipe, the excess bent up into a flange around the circumference and the mesh fixed into the pipe by means of spot welding. The unlucky syphoner is now completely mystified by his failure to get the tube down into the petrol.

Any workshop handyman will spot weld the mesh or even do the whole job for a few shillings, and the investment should pay dividends both in petrol and peace of mind.

Stirling, Scotland.

W. D. AGERY.

DB3S on the Road

Invisible Plates. The account written of your impressions at the wheel of the DB3S is really interesting and enjoyable, but are you trying to fool us with the photographs, or did you really violate the Highway Code, which, if I'm not mistaken, requires a car to show a registration plate or number fore and aft. In the issue of *The Autocar* of April 20 not one of the photos shows up the registration number. Maybe I need specs!

"SIGHTLESS."

[Among several other letters received on the same subject two even suggested duplicity on the part of the Editor. Sirs! The explanation is simple; trade plates attached across the near grille with hooks and elastic bands so spoiled the appearance of the 3S that they were removed for photography. On the track they were taken off for cooling reasons.—ED.]

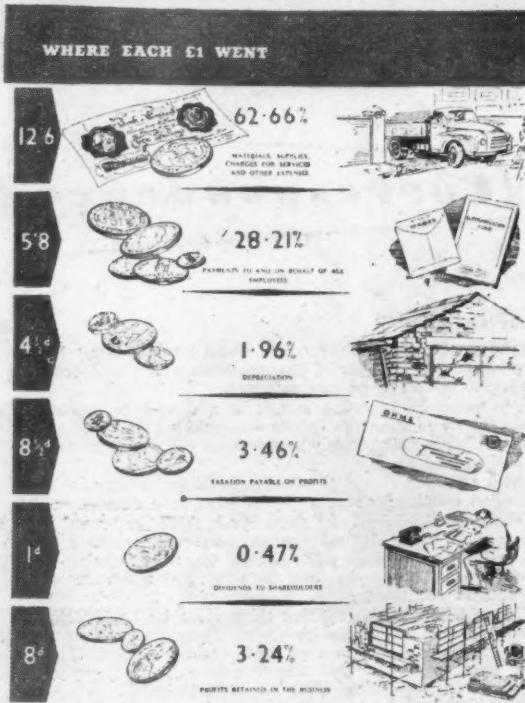
Retaining the Gloss

Boat Varnish Solves a Problem. Those who dislike hard labour with the multitudinous varieties of car polishes, as I certainly do, may be interested in the following tip, which cuts out polishing altogether.

Last summer I used one of the many well-advertised cleaners and body polishes. The result was horrible—gradually the finish became worse and worse, blotched and streaky with white streaks on the blue surface, and no amount of application of the "cleaner" supplied by the same firm would remove these blemishes. Incidentally the cleaner was distinctly abrasive.

In spite of complaint to the makers, nothing happened for a month, and finally I rubbed out the white streaks and blotches down to the basic blue below, with "wet and dry." The proper colour being again restored, I went over the whole with Spinaker boat varnish, which I always use on my boats. This varnish is quite impervious to anything and never dulls or wears out. As soon as this was completed, of course, the polish makers sat up and took an interest but were told they were too late—their polish had all been rubbed off and would never be used again.

The net result is that the car has not been polished since last September and when leathered off (if it gets washed other than by rain!) the gloss is still there. I have not the slightest interest in any angle of the paint or varnish trade, but when



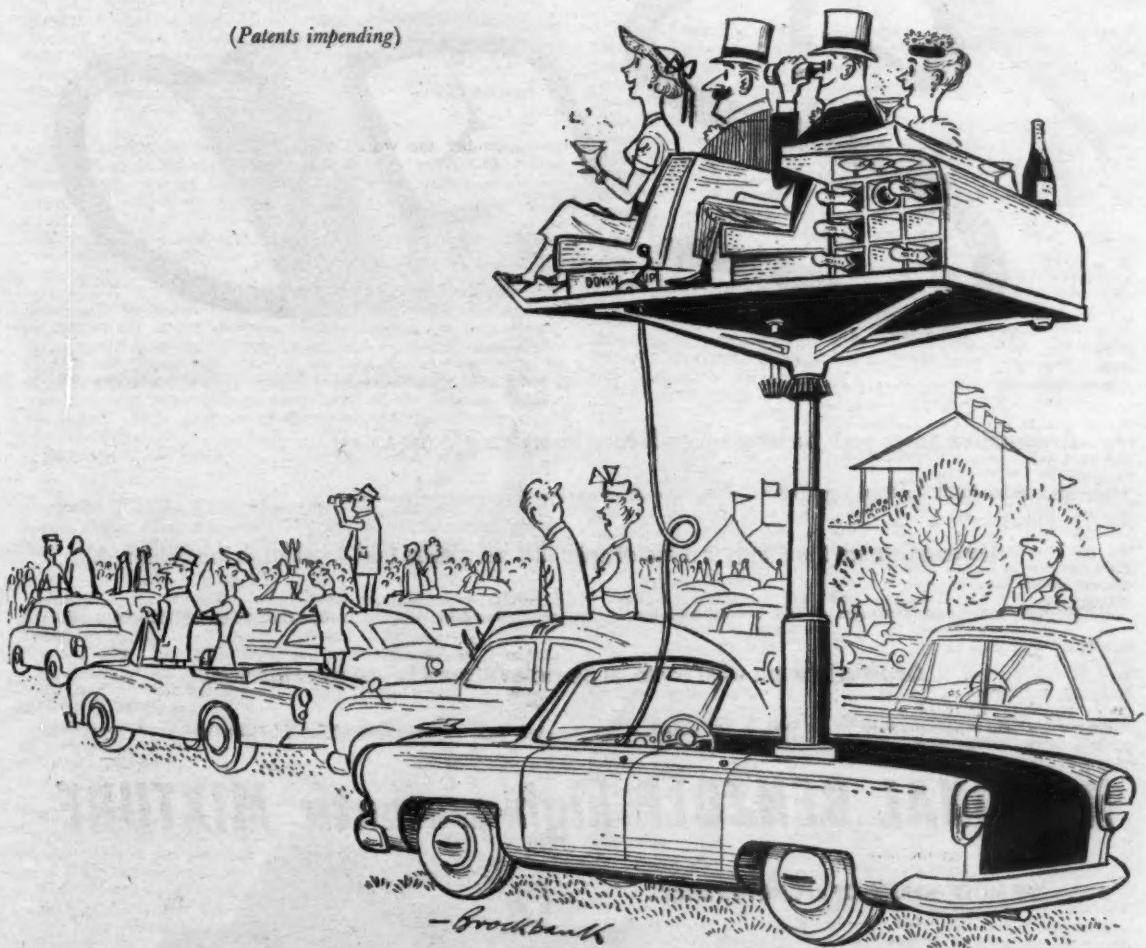
ALMOST A STORY without words is this diagram, reproduced from the annual report of the David Brown Corporation, Ltd., showing what happens to the income of a big industrial concern



Cars for Special Occasions

THE GRANDSTAND

(Patents pending)



there is a SOLEX carburettor for every car for all occasions



Aromatics are to your car what seven-league boots were to the Giant...

Aromatics are the things in a motor spirit that have extra built-in miles to the gallon...

Aromatics are what National Benzole Mixture has twice as much of

NATIONAL BENZOLE high-aromatic MIXTURE

THE MOST MODERN OF ALL MOTOR SPIRITS

NB47/13

Correspondence

one finds a preparation like this—well, why waste time with any car polish when a little trouble in putting on Spinnaker will give you a gloss for a couple of years? Lazy? Of course I am.

Wallingford, Berkshire.

LE BAGNARD.

Too Much Sport?

"The Ordinary Motorist." I echo Mr. R. J. Sanders' complaint about the amount of space devoted to motor sport. Apparently it is presumed that the majority of readers are interested in motor sport. If this presumption is correct—which I very much doubt—then the number of your readers could be greatly increased by catering for the very ordinary motorists. By

"Ordinary Motorist" I mean the hundreds of thousands of people who never go near a race track or trial, but who drive for business and pleasure and are the very basis of the motor industry. As one of these, may I ask for more explanatory articles on maintenance, and a bolder criticism of design and craftsmanship in the industry generally?

Bradford, Yorkshire.

ORDINARY MOTORIST.

More on Driving and Maintenance. I agree with R. J. Sanders (January 28)—too much sport. Let us have more on good driving and maintenance, and give The Scribe a bit more room to "Disconnect his Jottings."

Neath, Glamorgan.

J. L. MORRIS.

Answer in Circulation? I do not agree with Mr. Sanders. I say the more sport the better, and I look forward to "The Sport" every week. I am sure most of your readers will agree with me, or *The Autocar* would not have the largest circulation.

Mansfield Woodhouse,
Nottinghamshire.

J. H. ELLIS.

American Viewpoint. I subscribe to your excellent magazine because of the broad coverage of international sporting events, the semi-technical articles you feature and the descriptions of the English and Continental cars. I am sure that the vast majority of your American readers would soon become disinterested in your magazine were you to curtail any of the features I have mentioned. Give us more of them, instead of any curtailment or abbreviation.

Latrobe, Pa., U.S.A.

CHARLES F. SAWYER, JR.

Motoring is More Than Transport. In company with your Sports Editor I am discouraged by the preponderance of letters from the "spillsports." After all, sporting events are news, and are surely of interest to all who regard motoring as more than just a means of transport.

The prospect of sports news being replaced by articles on how to decode the Banger 8, or how to get to Brighton without being ditched by the "average motorist" fills me with dismay. After all *The Autocar* is very well balanced, we enjoy reading The Scribe, Road Tests and the like, but let these "average" boids look in their handbooks if they want to find out where their sparking plugs are.

Surely now is the time for all keen types to come to the aid of Mr. Garnier!

Croydon, Surrey.

K. G. ROE.

Hits the Nail on the Head. I am amazed at the improvement in *The Autocar* in recent weeks. I was going to write and suggest that it be changed to *The Auto-Racing Car* but the need does not arise now. Mr. Fielden's letter [March 16—he called for more touring articles and fewer reports of minor events.—Ed.] certainly hits the nail on the head, but please give more m.p.g. and mileage in the touring articles, plus photographs.

Cardiff.

J. E. BIBBY.

"No," says a Lisbon reader. May I thank you for trying so hard to face the difficulties that have arisen, to produce *The*

Autocar, enabling me to receive your paper every week and read the world news on sports cars as well as all the remaining information, which I have done from 1930.

May I join the group of your readers who appreciate your articles on motor sport and compliment you on your difficult task of reporting the events so comprehensively. As a very interested follower of car racing and development, can I hope that the reports are maintained?

Keep the good work up on the sports news front; it forms a strong tie with all the devotees of racing, and, I think, is appreciated not only by the car racing lover but also by the average motorist.

On one point I agree with Mr. John A. Fielden—that there is too much about minor events, especially rallies, and that this space should be devoted to increasing motor sport news.

Lisbon, Portugal.

ALVARA ANDREA.

"Valiant Effort to Please All." In view of past comments on the contents of your journal I would say that to me it offers well-balanced and interesting reading. Space is allotted fairly to each sphere of motoring and it makes a valiant effort to please all. However, the space allotted to sport should not be allowed to increase, as anyone who wants more sport should buy a journal for sport.

Concerning your Road Tests, I am always able to tell whether the impression of the car on the testers was good or bad, without you actually displeasing the manufacturer. By what is printed, you very subtly point out the bad features.

London, N.W.10.

I. E. CHAPMAN.

[We are glad to have this reader's views on Road Tests, and we feel sure other discerning readers share his views.—ED.]

"Well-Balanced." With due respect for the opinions of Mr. Sanders and his following, this subscriber casts his vote for the *status quo*. I consider *The Autocar* to be well-balanced, and look forward eagerly to each issue. Articles such as "The Lotus Eaters" are a particular delight.

As for Canada's Mr. Felix, I must agree with him to a certain extent. He implies, however, that our American journals are braver when it comes to enumerating faults; this is certainly not the case. Our largest circulation contemporary of *The Autocar* is notoriously saccharine, despite frequent pronouncements of integrity, and the same holds true of most of its brothers.

The example of frank reporting presented by Mr. Felix appears to be extracted from one of the more notable exceptions—the publication of a consumer testing group. This is a very specialized magazine, carrying, as might be guessed, no advertising whatever, and it is hardly fair to compare it with *The Autocar* or similar American journals. Still, I would find it refreshing to read of a shortcoming now and then which was not suffixed by "the manufacturer has assured us that this fault has been remedied on cars now leaving the factory."

Tucson, Arizona.

RICHARD I. GILBERT.

The Editor, in closing debate in the correspondence columns on the subject of "Too Much Sport?" with a representative selection of recent letters, thanks readers for the expressions of opinion which they have sent to him, and their assistance in fulfilling an important part of his job—holding a fair balance between the motoring interests which compete for an airing here.

It would seem that while there has been reasonable equity in general, minor sporting events probably have enjoyed a little more space than the majority of readers would have wished. When the claims for coverage are reviewed from time to time, the Editor attaches weight to the expressed opinions of his correspondents, and gratefully acknowledges the guidance they give.

In the Mountains

Does M.G. Need a Fan? May I appeal to anyone who has had experience of climbing Swiss mountain passes with a J or P-type M.G. Midget to advise me if a fan is necessary in addition to a water pump?

Brighton, Sussex.

R. D. GREENAWAY.

[Letters will be forwarded.—ED.]

XK120 and Caravan?

Request for Advice on Tow Bar. May I enquire whether any owner of a Jaguar XK120 has ever used this model for towing a caravan? I should be most grateful to receive particulars of the type of tow bar used and also of the method of fitting it to the chassis.

Derby.

J. B. WHITAKER.

[Letters will be forwarded.—ED.]

SHOP WINDOW IN NEW YORK

Jaguar personalities (below) with the D-type model shown in New York. Left to right: Joe Erdmans, president of the Jaguar North American Corporation, Sir William Lyons, head of Jaguar Cars, Ltd., and, at the wheel, Briggs Cunningham.



Sir William Rootes stands beside the Sunbeam Rapier (above) displayed at the New York International Motor Show.



America Approves

the M.G. A.

AT the New York Show, which opened last week, British cars were well represented in an important attack on the highly competitive United States market. Leaders of the British car industry, including Sir William Rootes (Rootes), Sir William Lyons (Jaguar), Mr. David Brown (Aston Martin), Mr. Jack Scott (Rolls-Royce), and Mr. Donald Healey (Austin-Healey), all attended the opening of the Show. The most expensive car in the show is a Rolls-Royce, priced at \$28,000 (about £10,000 sterling).

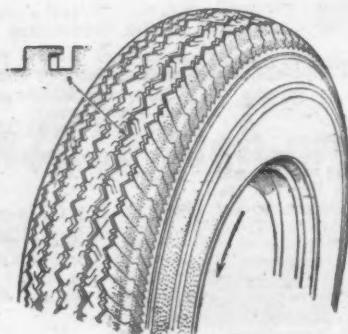
The exhibition, lasting until May 6, is expected to attract about half a million people.

Latest news is that 3,600 orders have already been placed at the New York Show for M.G. A cars. General Manager of the M.G. Car Co., Ltd., Mr. J. Thornley, stated that plant alterations to facilitate a further increase in output at the factory have just been completed.

New Road Speed Tread

THE new pattern tread of the Dunlop Road Speed tyre, which was introduced at the Motor Show last autumn, is now being seen on the road as initial equipment on the 2.4-litre Jaguar. Developed from the original Road Speed tyre, it is designed to give improved directional control on wet corners, greatest attainable grip when cornering or braking, progressive "feel" of incipient breakaway, lighter steering, lower power absorption, greater comfort, strength and heat resistance.

Features of the tread include the rounded shoulders, as opposed to sharp edges, to give more positive grip; a new ribbed pattern and many specially angled knife cuts. The accompanying drawing illustrates another novel aspect of the



tread pattern—undercutting of some of the rib sides. The pattern segments of differing lengths help to provide a high degree of silent running.

Dunlop are now fitting in all their tyres which are not of the tubeless type, inner tubes of butyl rubber. Most motorists have had the experience of having to "top up" their inner tubes at about weekly intervals, owing to the normal slight leakage of air from a tube of natural rubber; butyl inner tubes retain the air much more surely, and the user may well find the intervals between restoration of normal pressure extended to as long as three months. Butyl tubes are identified by having the thick base line and lettering printed on them in blue, instead of the black used for natural rubber inner tubes.

SILVERSTONE EXPRESS-Tomorrow's Racing

THE main event of tomorrow's big Silverstone meeting, organized by the B.R.D.C. under *Daily Express* sponsorship, will see the 1956 works Ferraris (J. M. Fangio and Peter Collins) matched against Britain's formula 1 hopes for the first time this season. Connaughts are entering no fewer than five works cars—the first time a British manufacturer has entered such a strong force of formula 1 models; they will be driven by Scott-Brown, Titterington, Fairman, Piero Scotti and Mike Oliver. Scotti's car will be painted Italian red—the first time that a British G.P. car has run under Italian colours. Mike Oliver's car will be fitted with an experimental engine. Oliver, as Connaught's chief development engineer, will be testing the engine under racing conditions.

Stirling Moss will drive his own 250F Maserati, no works car being available until the fuel injection has been perfected. Also driving privately-owned 250Fs will be Brabham (in the ex-Owen car), Luigi Piotto, Ken Wharton, Salvadori, Louis Rosier, and B. Halford. A single B.R.M. has been entered for Mike Hawthorn, and

two Vanwalls for Trintignant and Schell. Reg Parnell will be driving Rob Walker's formula 1 Connaught and Holt, Young (or Coombs) and Gibson will drive the older, 2-litre cars. Bob Gerard once more will be competing at Silverstone in his long lived Cooper-Bristol, this time in 2,246 c.c. form, and Birrell will drive a similar, 1,971 c.c. engined car.

In the first (1,100 c.c. and 1,500 c.c.) sports car event will be just about all the current crop of Climax-engined cars. For the first time ever, they will compete on British soil with opposition from behind the Iron Curtain—in the form of two of the extremely interesting little E.M.W.s. from East Germany. This should be well worth watching. In the second race, for the larger classes, there are three works DB3S Aston Martins and four privately-entered cars. Scuderia Ferrari has entered a 3-litre Monza for Ken Wharton to drive and Pilette and Milhoux, of *Equipe National Belge*, will also drive Monza Ferraris, and a fourth 3-litre Ferrari, though not a true Monza, will be driven by American, MacKay Fraser. There will be three works-entered D-type Jaguars,

driven by Hawthorn-Hamilton, Titterington-Bueb and Fairman-Frere, Jack Fairman having his first drive in the official works team. There will be the three *Ecurie Ecosse* D-types (Flockhart, Sanderson and Brown). Of the 13 cars in the largest class, 12 are Jaguar-engined, the last being Bonnier's 3½-litre Alfa Romeo.

Of the strong entry of 28 cars in the formula 3 race, 22 are Coopers, two Kiefts, and one each of Revis, Grose, Staride and Emersony. As ever, with this class of evenly-matched performance, the racing should be close and exciting. Finally, there will be the production cars, which, after the noise and the bustle of the racing cars, sound unnaturally silent as they swish round.

PROGRAMME

Event	Starting Time
Sports Car Race No. 1 (up to 1,500 c.c.)	10.30 a.m.
Sports Car Race No. 2 (over 1,500 c.c.)	11.45 a.m.
<i>Daily Express</i> Trophy Race (Formula 1)	2.00 p.m.
Touring Car Race (all classes)	4.30 p.m.
Formula 3 Race	5.30 p.m.

Battle of the Solns Sites Continues

ON to the garage scene recently has come MAMA—the Motor Accessories Manufacturers' Association—which is a band of companies fighting the "tied station" system rapidly gaining hold over here. Polite initial exchanges have given way to an equally polite but nevertheless frank controversy, recently resolved into an answer by MAMA, in their booklet *This May Happen To You*, to a defence of policy by Shell-Mex and B.P.

Activities of the new association stem from fear of competition, is the Shell accusation. The reply is in the articles of MAMA, from which these objects are quoted: "To promote, by exchange of information and by concerted action, the unrestricted sale and display of accessories, tyres, batteries, oils and other products distributed by members of the association to the motor and allied trades."

Shell-Mex and B.P. refer to the constitution of MAMA as limited to C. C. Wakefield & Co., Ltd., and subsidiaries, three other lubricating oil marketers and the Avon India Rubber Co., Ltd. This is denied by the association, who say their membership is now 25, which includes makers of brake linings, electrical equipment, polishes, and so on.

Shell state that they have "no intention of entering the TBA market as suppliers." (TBA is tyres, batteries and accessories.) MAMA say they have never accused the company of this, but are merely inferring that, at some future date, Shell-Mex may seek to impose control over sales of TBA at its affiliated stations.

This May Happen To You is an exposition of the state of affairs in the United States, showing the difficulties resulting from the "tied station" organization. The system is almost universal in America, and MAMA does not feel that it is a healthy situation where one-third of the total number of station operators "fail, quit, or are forced out of business every year." The publication is being circulated to Members of Parliament, motor traders and the Press.

Finally, let it be said that there is no

vindictiveness in MAMA's attack, as these extracts from their statement show:

"... MAMA has a great respect for the petroleum companies, not least for Shell-Mex and B.P. ... But this respect—indeed, admiration—does not exempt individuals, firms, or even newly formed associations from bringing to public view things that are believed to be genuinely

wrong. Major petroleum companies, like independent and smaller concerns, exist to serve the public interest, and they ought not to resent public criticism, if such can be validly applied to their methods. We believe that their methods of marketing petrol and their association of other products with petrol, are wrong, and are thus validly open to criticism."

RALLYING FROM BIRMINGHAM

ACTIVITIES in Birmingham had considerable variety last week—there was the B.I.F., a visit by two V.I.P.s and, on Friday night, the fourth Rally organized by the Midland Automobile Club and sponsored by *The Birmingham Post*, competitors had no idea of the route until they actually started, when they were handed a list of map references and controls.

This led them north east of the city, towards Lichfield and Rugeley. It was near here that a local citizen was reported to have expressed his disapproval of motorists, and of rallies in particular, by battering in the headlamps of a competing TR2 with a broom as the crew were halted for a few minutes.

The cold east wind played tricks with the road surface in places, and there were those who found that black ice did not help on strange corners in the dark.

The route card had led them to breakfast at Llanwryd Wells where, in addition to internal comfort, E. Jackson and T. P. C. Bindloss were able to give the sum of their Ford Zephyr some necessary patching in the form of a little welding. After breakfast, three tests set everyone going again—especially as there was a risk of going backwards into a lake in one of them—then off to the hills. The sun shone on the Rally competitors as they bowled along towards Lampeter, but the roads became narrower and rougher. A water splash with hidden boulders gave C. K. Henson and C. Wright food for thought as the back end of their Austin

A.40 grounded. G. E. Todd's left-hand drive Anglia was through and away with gusto, and the exit became muddier. C. A. Brindle's Standard Eight and T. Sprake's 750 Renault followed the wrong road into a dead end, the left rear wheel of the little Renault looking the worse for wear.

Over the hills to Rhayader and heading, always with the sun behind them, to Droitwich and the finish went the tired and happy band. Another success for Clerk of the Course Ronnie Hughes and M.A.C. secretary, Leslie Wilson.

RESULTS

M.A.C. Challenge Cup (best performance): Triumph TR2 1.991 (J. W. Waddington and J. M. Wood), 2.2 marks lost.

Class awards:
Production touring cars up to 1,000 c.c.: 1. Standard 918 (J. Brook and Mrs. P. M. Hook), 42.4; 2. Standard 948 (P. G. Coxon and J. Holland), 49.6; 3. Austin 800 (A. T. Fisher and Miss V. Domleo), 64.6. **1,001 to 2,000:** 1. Volkswagen 1.192 (W. G. E. Mackintosh and G. S. Turner), 16.2; 2. Austin 1.192 (G. Magnet), 1.489 (H. E. Turner and K. Heathcote), 3. Austin 1.200 (Miss A. Palfrey and Miss A. Jervis), 2.000. **Over 2,000:** 1. Sunbeam 2.267 (A. C. Whatmough and R. G. Armstrong), 150.0; 2. Sunbeam-Talbot 2.267 (E. W. Judge and V. Bacon), 153.4; 5. Vauxhall 2.268 (J. R. Platt and G. H. E. Howard-Smith), 269.0.

Grand touring, modified touring and production sports cars up to 1,600 c.c.: 1. M.G.A. 1.489 (J. N. M. Hills and J. K. Morris), 23.6; 2. Renault 742 (D. S. Silverthorne and B. J. Cumbers), 56.2; 3. Ford 1.172 (K. W. Barrow and J. W. Waddington), 1.172. **Over 1,600 c.c.:** 1. TR2 1.991 (J. W. Waddington and J. M. Wood), 2.2; 2. Jaguar 3.442 (G. H. F. Parkes and G. W. Howarth), 20.0; 3. Triumph TR2 1.991 (F. Snaylam and T. H. Warburton), 21.0.

Rogent Cup (ladies' award): Austin 1.200 (Miss A. Palfrey and Miss A. Jervis), 55.0.

Team award: Morgans (P. H. G. Morgan, W. A. G. Goodall and A. L. Yarranton), 249.4

— Books Received —

A BENTLEY CLASSIC

A Racing History of the Bentley, by Darell Berthon. Published by the Bodley Head, Ltd., 28, Little Russell Street, London, W.C.1. Price 30s.

When reading books on motor sport as a schoolboy, the writer's ambition was fired to become a racing driver, and no books had this effect upon him so strongly as those which vividly described the feats of the Bentley team at Le Mans and elsewhere.

There is something about this marque which demands more than the usual amount of respect and admiration for achievement on road and track—something which epitomizes the spirit of adventure in a way that the present-day counterparts cannot quite attain. The great size and weight of these proud, almost arrogant-looking machines were partly responsible, demanding exceptional courage and physical endurance from their drivers, and a tenacity of purpose in the face of adversity seldom seen since those eventful days.

This spirit is well conveyed in Darell Berthon's "A Racing History of the Bentley," not in a dramatic way but by detailed descriptions of each race in which the cars competed from 1921 to 1931.

There have been autobiographies by Bentley drivers which gave a deeper insight into the men who composed this team, and inevitably a more vivid account of races from the driver's viewpoint. But the history under review is the first complete and authentic account of all Bentley racing activities and, therefore, it is a very important book. It was badly needed and the author, who is secretary of the Bentley Drivers' Club, is to be congratulated on so skilfully handling this formidable and painstaking task.

The book contains a table which relates the fortunes of each Bentley in all major races, a list of records held by the cars and appendices on the Brooklands Track cars, including such hybrids as the Barnato-Hassan and Pacey-Hassan specials.

This volume—in which the one jarring note is the persistent mis-spelling of Sir Henry Segrave's name—is liberally illustrated with excellent photographs of Bentleys (and rivals) on the circuits and in the pits and, as art paper is used, reproduction is above average.

One of the mechanics in the Bentley team was Walter Hassan, subsequently experimental engineer for Jaguar and now chief engineer at Coventry-Climax. In view of his close association with the marque, we invited his views on the book. He wrote:

A REMARKABLY accurate and complete history of the Bentley racing days is to be found in this book; the tremendous energy and perseverance required to complete the research calls for the utmost admiration and thanks from all interested followers of the marque. It will certainly become the classic in Bentley literature. I found much pleasure in reading it, and can find little fault in the facts presented, and few omissions. It awakened the memory of many incidents, some of which may prove interesting.

There was the 1922 T.T. when our team manager purchased full-length sledgehammers for wheel changing, and the frantic preparations going on the night before we sailed for the Isle of Man. The cars were painted by hand as the last nuts and bolts were tightened, and the paint was some kind

of bath enamel—a very yellow cream, which was still wet when we reached our destination—Ramsey. It had to be washed off with petrol, and we contented ourselves with a quick-drying white undercoat!

There was the heroic drive during the double-12-hour record at Brooklands, when John F. Duff drove the whole time in a steel bucket seat completely devoid of any upholstery—and did his back suffer! I remember well how rough was the ride round Brooklands with tight Hartford shock-absorbers; just imagine two 12-hour stretches, and no relief driver—what a man! The 6-hour Race of 1927, when the duralumin rockers failed, calls to mind the way we rearranged the exhaust rockers so that one valve per cylinder was functioning—but later, when even these rockers failed as well, nothing else could be done. There were two separate exhaust rockers operated by separate cams, but the inlet was a forked rocker operated by a single cam, i.e., two exhaust and two inlet valves per cylinder. There was some weakness, due to a rivet hole being positioned over the cam roller.

I am also reminded that after the only remaining car, that of Tim Birkin, ran into gear trouble, F. C. Clement took over, and I as mechanic removed the gear box cover, and found the main shaft and third gear scored up. All we could do was to force the gear along the shaft with a copper mallet so that it was meshed in third gear, and in third gear only we finished the race with the r.p.m. counter off the dial for most of the way! This was the only car which was fitted with the original steel rockers, and so did not suffer rocker trouble.

The history of Bentley shows clearly how racing, particularly sports car racing, as practised during the period in question, did improve the breed. The continuity of engaging in the same series of races year after year enabled the lessons of the previous year to be learned in preparation for the next.

Among details illustrating this, it will be seen that after the first race when radiators suffered damage, guards were fitted and later became standard.

The various fittings such as cam-lever filler caps—once a Bentley specialty—soon became a standard for all sports and racing cars.

The *Grand Prix de Paris* race was run, for much of the night, in pouring rain, and mention of the fire at the rear of the 4½-litre car brings to mind a very amusing incident. The car was fitted with a large oval-section fuel tank, and when it was prepared no allowance was made for the exhaust tail pipe to pass beneath. In order to overcome the difficulty without encroaching too badly on ground clearance, a flat tail pipe was made up, which started to break up during the race. Eventually we were left with the pipe discharging against the fuel tank stone guard—made, at that time, of wood slats and coconut matting—and not surprisingly this caught alight, together with the upholstery in the rear seat. This was, of course, the real cause of the fire, and not a leaking tank, as stated.

Mr. Clement and I were lying beneath the tank squirming extinguishers when there was a loud explosion, and we both covered twenty yards at record speed. When we looked at each other, instead of being covered with burning petrol we looked like millers—smothered in white dust from a pistol-type fire extinguisher which that famous red-bearded French driver, Senechal, had discharged. It put out the fire, but we really thought the tank had exploded!

Again the lesson was learnt—the exhaust pipe was housed in a cut-away corner of the tank, and fireproof stone guards made of asbestos and wire netting were fitted for the next race.

The loss of water during the 1928 Le Mans race was actually caused by the frames breaking just in front of the scuttle, the consequent distortion pulling the hoses away from the radiator. It is interesting that they all failed within a few miles of each other. I think two actually failed during the race and a third gave out on the road from Newhaven to London when I drove it home after the race. Stiffening plates were fitted afterwards to strengthen the frames at the point of weakness.

It seems a pity the astounding drive of Birkin at the Nurburgring in, I think, 1928 when he drove an unblown 4½-litre into something like 7th place after SSK Mercedes, was not mentioned—it was rather a feat, as he was beaten only by 7 litres blown!

The headlamp failures during the Le Mans 1929 race were particularly trying, and I well remember Jack Dunfee's pungent and unprintable comment to W.O. at the pit counter during the night. The trouble was due to the current taken by the special high-power bulbs being too high for the contact spring, which overheated and then lost tension, and thus contact.

W. T. F. H.

Portrait of a Great Driver

Rudolf Caracciola—an autobiography. Translated by Charles Meisl and published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 15s.

Here is the autobiography of one who, from the age of 14, was obsessed with the ambition to become a great racing driver, and sustained that aim throughout many months of pain and inactivity in hospital beds, which resulted from his chosen way of life.

Those who expect to find, within these pages, thrilling lap-by-lap commentaries on some of Rudolf Caracciola's epic victories, or behind-the-scenes snippets of the technical features, preparation and handling qualities of the cars he drove will, perhaps, be disappointed; the emphasis is on Caracciola the man—his hopes and fears, the moments of blissful victory and the misery of defeat and despair.

The world knows that the broad ambition was fulfilled, yet never has there been a champion more modestly likeable and internationally popular. To those of us for whom he was a current hero in pre-war days, as well as to the new

generation to whom his is a romantic name from the past, these first-hand and first-rate memoirs introduce us personally to someone we all wanted to know.

Caracciola was fated to have his legs smashed time and again, and his last disaster in a Mercedes 300SL, during the sports car event preceding the 1952 Swiss Grand Prix, has left him a permanent martyr to a limp and walking stick; otherwise, he looks fit and remarkably youthful for his early 50s—fit enough, indeed, to write us another book to supplement this all-too-short volume, and fill in some of the gaps.

Whether Charles Meisl's able translation has contributed towards the impression of unassuming reserve is hard to say; yet the well-chosen photographs, mostly of the author at the wheel or enjoying his moments of leisure, do nothing to spoil that impression. George Monkhouse, who spent much time with the Mercedes équipe whilst his friend Dick Seaman was in the works team, and was thus in a position to assess Caracciola as both a driver and a personality, has written a brief but appreciative foreword.

IN YOUR CAR'S OIL FILTER

'There's a little
thing that
goes something
like this!'

Says **Richard Murdoch**,
Stage, Radio and Television
Star and keen motorist.



The black, slimy thing Dickie Murdoch is holding is a neglected oil filter element that has long since ceased to do its job.

But you can be sure it's not out of his own car. For Dickie is far too keen a motorist

to let his filter element get in that state! He knows that a clogged element allows unfiltered oil to circulate round the engine, carrying sharp, destructive particles to score cylinder walls and grind bearings.

This may be happening in YOUR engine . . .

- 1 Oil enters filter.
- 2 Clogged element forms an impassable barrier.
- 3 Oil seeks another outlet and opens balance valve.
- 4 Oil, still unfiltered, passes on into the engine.
- 5 Result . . . more — much more — expensive wear-per-mile!

Ask by name for a

TEC-ELEMENT

Felt-Type change every 10,000* miles
Microfine-Type change every 5,000* miles
Throw-away Filters change every
6,000—10,000* miles.

* or according to car manufacturer's handbook



MADE BY TECALEMIT : PLYMOUTH · DEVON

TSAE





finest
petrol

in the World



The Sport

ACCIDENTS

TARGA FLORIO

CORONATION SAFARI

A PROPOSAL to include motor racing in future Olympic Games has been put forward by Kermit Pollack, President of the U.S. Automotive Testing Company. He suggested that acceptance of the sport is logical and bound to come. "Motor racing is already an important international sport on the amateur as well as the professional level," he said, "and it will grow even more important in the next few years. I feel that members of the Olympic committee should give the idea of motor events in the Games serious consideration for the not-too-distant future."

Whether or not this ever happens, it is immensely cheering to hear somebody in a responsible position talking in terms of an increase in popularity of the sport—instead of the current trend towards dismal contemplation of accident figures.

LET US TRY to look at this problem sensibly. Currently, the Mille Miglia accidents are in the limelight and have been receiving the full treatment in the sensational Press. Unfortunately, in spite of elaborate precautions, a competing saloon skidded on a corner newly rain-drenched, and as a result two spectators lost their lives. Later there was a second accident, in Rome. Frankly, spectators should not be allowed to stand at potentially dangerous points, but such is the enthusiasm of the Italian crowd for a race—foot, bicycle or car—that to the army of troops posted along the road to hold them in check, they must often have seemed like a handful of quicksilver as they ran out on all sides. Fangio said in Rome after the race that he saw huge crowds forming human fences on some of the most dangerous bends, and he went on to blame the enthusiasm of the fans for deaths and injuries in the race.

The road mileage involved in the Mille Miglia course was roughly 1,000. The day-to-day population of pedestrians and bystanders that might be expected along such a stretch had been increased, probably, 100 or more times by the enormous influx of spectators to the race. This puts the equivalent figure of normally populated miles

at somewhere round 100,000, though obviously this figure is arbitrary.

It is a melancholy thought that there would probably be three main road casualties in ordinary traffic conditions for a similar time/mileage exposure. Road casualties are a serious problem in all developed countries, and too many of them concern wholly innocent and unsuspecting people. Racing casualties are different because, almost always, the few that occur follow a voluntary and calculated risk taken by drivers and spectators. Public opinion, understandably roused over day-to-day road casualties, cannot fairly be directed against competitive driving because it, too, like most other sports, suffers casualties.

As I have indicated, tremendous efforts had been made by the organizers to remove possible danger to spectators from the Mille Miglia. Thousands of troops and police lined the route throughout its great length. The entry was cut from 600 to 400 and, to reduce the risks to the faster cars, the slowest classes were eliminated. A minimum average speed was set by the organizers for each class and those who failed to maintain this speed were flagged off at the following control. Drivers were accepted only after their records had been considered, and the course was kept closed until the last car had passed through.

The Italians dearly love their motor racing, however, and excitement runs very high. When a car has passed, police or no police, they will surge forwards to see it disappear down the road. The following cars, of which they are oblivious, tend to find the road suddenly narrowed to half its proper width, with the inevitable risks involved. It would be possible to ensure their absolute safety by stopping racing, but the Italians would not thank you.

THE FOLLOWING STATEMENT has been issued by the Castle Combe committee: "It was decided at the club general meeting on April 17 to ratify the recommendation of the Castle Combe committee to cancel the meeting at the circuit on October 6.

"The main cause of this decision was the very high cost of the provision of safety precautions required by the R.A.C., and the fact that the club lost a considerable sum of money on the International meeting last October.

"We are fully aware that spectator safety precautions are advisable, but, at the same time, recent events on other circuits have suggested that, in their present form, they may endanger the safety of drivers; and, if this should prove to be so, the existing requirements may have to come under review again at a later date. In this event it may well be ill-advised to spend a large sum of money at present."

The statement goes on to say that, unless some sponsorship or other means of raising capital can be found, it will not be possible to proceed with

plans for future large-scale meetings.

As the statement says, spectator safety precautions are advisable—not only advisable, but absolutely essential. I think there is some truth, however, where it goes on to say that, in their present form, the precautions may endanger the safety of drivers. As an emergency measure, following the one-in-a-million Le Mans accident, the safety precautions have, in the main, taken the form of a ditch with the earth from it piled high on the outside bank, farthest from the track. Behind these ancient British ramparts the spectators are impregnable—as indeed they should be—but it is time somebody considered the unwilling invader. He is either caught like the victim in an elephant trap—or, if the ditch should fill with rainwater, as unhappily fixed as an armoured knight in a moat. In either case, the dice are heavily loaded against him.

On the very fast straights, possibly, these fortifications are the best solution; whatever the obstacle, at high speeds the effect is likely to be the same, and the only consolation is that fewer cars leave the track on the straights. On corners, however, the position is different. Excursions into the country are likely to be far more numerous, and the effect of the present defence system is to capsize pretty nearly every car that tries to storm it . . . with serious results. The solution is extremely difficult to find. Deep sand on the outside of corners would probably stop the cars, as it does at Zandvoort, but it tends to blow about the circuit in windy weather. Soft earth would work for a few meetings, but settles and hardens after a while unless it is constantly turned.

Whatever expedient one considers there are always snags; yet it seems quite wrong that the accepted solution, though providing absolute security for spectators, should add unnecessarily to the risks faced by the drivers. I am not sure that, in the end, it will not be necessary to exclude spectators (and car parks) from every danger area, however slight the danger may be, on the outside of corners. This will certainly reduce the spectators' vantage points to the less interesting straights, but one cannot help feeling that, in exchange for complete security, they will have to forgo something.

PRELIMINARY regulations for the fortieth Targa Florio race (June 10) reveal very little change over those of a year ago. The circuit has to be covered ten times, making a total distance of 447 miles. In addition to the main pits opposite the grandstands, competitors will be allowed to establish extra stations anywhere around the circuit—providing they do not obstruct the roadway.

Two drivers per car have to be nominated, but the original stipulation that no man should drive for more than five consecutive laps has been removed. Pump fuel must be used. Starts will

**The
Sport**

be given from 9 a.m., at intervals to be decided upon later, depending on the number of entries received. In the Targa Florio there are no restrictions regarding outside assistance (it would be impossible to enforce them, anyway), providing the roadway is not obstructed while this is being given.

Prizes total 13,000,000 lira, plus about 4,000,000 lira under Industry prizes, and numerous trophies. This year there is a special prize of 500,000 lira for whoever beats the Stirling Moss lap record of 43min 7.4sec (62.25 m.p.h.). The winner of the race will receive 3,000,000 lira, the second man home 2,000,000, the third man 1,000,000, with decreasing amounts to the thirteenth, fourteenth and fifteenth finishers, each of whom will receive 50,000. The first four in each of the four sports car classes will receive 250,000, 150,000, 100,000 and 50,000 lira. There are similar class prizes for special touring and *Gran Turismo* classes. All prizes are cumulative.

THE TOUGH TRIALS of the world—in the rough-riding sense—are growing fewer as roads get better, and authorities more concerned about public opinion, though why "the public" should worry about those who like a spot of adventure in their existence I do not know. Anyway, the Redex trial is "out" so far as Australia is concerned, and the substitutes are two in number—one sponsored by Ampol, who are petrol dispensers down under, and the other by Vacuum Oil, who, as the club chairmen always say, "need no introduction." Total prize money

exceeds £A24,000. The Vacuum trial is dated August 2-18, and the Ampol follows ten days later.

The full Redex circuit looks like being abandoned, for the Ampol trial cuts down from Darwin through Alice Springs, but south of Alice it is desert track and really tough going. The Vacuum route follows the old run through the North-Western territories, which are aborigine-occupied. On the maps it says: "With the exception of Mission staff there are no whites in permanent residence in area."

Nearer home, the Coronation Safari of Kenya has come round again (May 24-27). Over 2,600 miles of East Africa have to be covered at average speeds of 40 to 45 m.p.h., depending on class, and the classes are by price, which is reasonable enough. What I like is the organization of communications between marshals, which is done by short-wave radio by the Amateur Radio Society of East Africa.

The Safari is held in the rainy season, which helps to make things difficult, and really does test a car, although the ordeal is faced over routes that are in use by ordinary motorists the year round.

The same applies in Australia. If you are going to drive to Alice, you take sand mats, shovels and food and water supplies for emergencies as a matter of course. I wish our manufacturers would have a go in these last few great trials, while the chance remains. The epic age is passing.

DUNCAN HAMILTON, in a D-type Jaguar, won the main event of the Paris Cup races at Monthéry on April 29. His average speed was 97.46 m.p.h. over the 12 laps (47 miles); his time was 29min 9sec. Luigi Pioti (2½-litre Maserati) was second in 30min 21.1 sec, and Guelsi (3-litre Gordini) third in 30min 25.7sec.

COMING SHORTLY

- MAY 4-6.—Rhine-Westphalia rally, Germany.
- 4-6.—Isle of Wight C.C. Annual rally and *concours d'élegance*.
- 5.—B.R.D.C. Daily Express Trophy meeting, Silverstone, Northamptonshire, 10.30 a.m.
- 5.—Veteran C.C. Brighton rally and timed run, Madeira Drive, Brighton, Sussex, 10.30 a.m.
- 5-6.—Vintage S.C.C. and Bentley D.C. Devon night navigation rally.
- 5-6.—Circle C.C. Night navigation rally, Bignell Corner, South Mimms, Hertfordshire, 10 p.m.
- 6.—Bugatti O.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12 noon.
- 6.—Naples G.P., Italy.
- 6.—Oxford M.C. Walter Rally, T.A. Centre, The Slade, Oxford, 9.30 a.m.
- 6.—Surrey Sporting M.C. Annual "sortie," Chequers Hotel, Horley, Surrey, 10.30 a.m.
- 6.—Public Schools M.C. and Incorporated Auctioneers C.C. Gymkhana, Chipping Ongar, Essex.
- 6.—Mid-Thames C.C. and Malden and District M.C. Sprint meeting, Brands Hatch, near Fawkham, Kent.
- 6.—Taunton M.C. Annual club and inter-club driving tests, Norton Manor Camp, near Taunton, Somerset, 1.45 p.m.
- 6.—Cemian M.C. President's meeting, Heston Airport, Middlesex, 11 a.m.
- 6.—Old Merchant Taylors' M.C. Afternoon rally, Durrants, Croydon Green, Hertfordshire, 2 p.m.
- 6.—Rover S.R. Cotswold navigational rally.
- 6-12.—Tulip Rally, Holland.
- 8.—Le-Francis O.C. Annual general meeting, Albert Hotel, Kingston Hill, Kingston, Surrey, 7.30 p.m.
- 11-12.—Harrow C.C. Walton and Frinton Rally and driving tests, Waters Garage, Great North Road, Hatfield, Hertfordshire, 9 p.m.
- 11-13.—Lancashire A.C. Morecambe National Rally, starting from Glasgow, Pontefract, Morecambe, Buxton and Luton.
- 12.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.
- 12.—West Hants and Dorset C.C. Blandford hill-climb, Blandford Camp, near Blandford, Dorset, 1.45 p.m.
- 12-13.—North London Enthusiasts' C.C. Radcap Rally, Red Lion Hotel, Hatfield, Hertfordshire, 7.30 p.m.
- 12-13.—Caernarvonshire and Anglesey M.C. Palfrerman Rally.
- 12-13.—Middlesex County A.C. Welsh Rally, Spur Road, Stanmore, Middlesex, 9 a.m.
- 13.—Monaco G.P.
- 13.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 1 p.m.
- 13.—Mid-Surrey A.C. Speed trial, Brands Hatch, near Fawkham, Kent.
- 13.—Cambridge 50 C.C. May Rally, Queens Road, Cambridge, 9.30 a.m.
- 13.—East Anglian M.C. Regional driving test rally, Lavenham Airfield, Suffolk, 1.30 p.m.

WITH AN ENTRY limited to 50 cars and 100 motor cycles, the Sunbeam Club's Veteran and Vintage Rally will be held at Beaulieu Abbey, Hampshire, on June 17. The event is open to motor cycles, combinations, three-wheelers and cars—provided they were manufactured not later than December 31, 1930. Marking for the awards will be calculated from a consideration of the distance covered to Beaulieu, and the ages of the cars and their drivers. Vehicles must reach Beaulieu between noon and 1 p.m. on the Sunday. After lunch there will be a *concours d'élegance* followed by a visit to Lord Montagu's museum of historic vehicles, and tea.

Entries must be in by June 5, and should be sent to R. G. V. Venables, Tilford, Farnham, Surrey.

PRELIMINARY NEWS of entries for the Monaco G.P. on Sunday week, first of the European *grandes épreuves*: Only 16 cars will be allowed to start in the race, the three practice periods being used as elimination trials. Two Vanwalls will be driven by Trintignant and Schell; Hawthorn and Brooks will drive B.R.M.s and there will be no Connaughts. Entries have also been received from Maserati and Ferrari.

ONCE AGAIN, on June 17 (the date of the Dutch Grand Prix), the Automobile Club of Portugal is to run the Grand Prix of Oporto, for sports cars of 2,000-3,500 c.c. and, on the previous day, the City of Oporto Cup for unsupercharged sports cars of up to 1,500 c.c.

Regulations and entry forms can be obtained from the Automovel Club de Portugal, Rua Goncalo Cristovao, 2-6, Oporto. Entries close on May 31.

THE AMERICAN G.P., last held in 1937, may be revived again this year. The United States A.C. has granted the Los Angeles International Raceway permission to stage the event, subject to approval being granted by the F.I.A. If the plan goes ahead the event will be held in October, though this year, of course, it cannot class as a World Championship event. Whether it is intended that the race should count towards the World Championship for drivers, or the Sports Car Championship, is not known. Whenever it is, either Sebring or Indianapolis will have its status reduced.

SEVERAL BRITISH ENTRIES have been received for the *Grand Prix des Frontières* at Chimay, on May 20. These include Duncan Hamilton and Lord Louth, in D-type Jaguars; Richard Threlfall (Lotus Eleven), Christopher Threlfall (Tojeiro-Bristol), Nixon (Cooper-Climax) and Harwood in a Veritas. In addition there will be three cars from the *Equipe National Belge*, one of which will be driven by Alain de Changy.

PETER GARNIER.

SUCCESS for a LOTUS DISCOVERY

THE "arrival" of someone new in the sports-racing field was the highlight of the B.R.S.C.C. meeting at Brands Hatch last Saturday. The newcomer, for he can be called that in spite of a few previous appearances in Formula III races, was Grahame Hill, of the Lotus factory staff. He drove an 1,100 c.c. Climax-engined Lotus to victory over Gammon and Ashdown in similarly engined cars in the 1,200 c.c. race, and to second place behind Bicknell in a 1½-litre Lotus-Climax in the 1,500 c.c. race, in which he also achieved fastest lap.

The programme consisted of a main Formula III event run in three heats and two finals (final 2 being for those in midfield in the heats), the sports car races mentioned, and a Formula III race for J.A.P.-engined cars. Heat winners J. Russell, D. Parker and G. Wicken dominated the main final in company with T. Bridger

and H. C. Taylor. Russell led all the way—but only just—from Wicken, who spun round on the penultimate lap and then did well to get up to third place behind Bridger before the finish, with Parker fourth and Taylor fifth.

The J.A.P. race was, as usual, very exciting. The main struggle on Saturday was between E. V. Koring (Smith 500) and D. F. Iszatt (Cooper). For four of the ten laps Koring led, but spun off under pressure from Iszatt, who went on to win from H. C. Taylor.

Although it was primarily a day for the 500s, Hill stole the show. Gammon's car was geared for tomorrow's Silverstone, but nevertheless Hill's effort was fine. His first duel with Gammon was tremendously exciting, as he got a few yards' lead on Clearways only on the last lap, and in the 1½-litre race he was close up on Bicknell's more powerful car and beat D. Taylor

(1½-litre) as well as Gammon and Ashdown. Future appearances will be watched with particular interest.

Formula III: Heat 1, 10 laps: 1. Cooper-Norton (R. E. D. Parker); 2. Cooper-Norton (H. C. Taylor); 3. Cooper-Norton (D. Parker); Heat 2, 10 laps: 1. Klett-Norton (D. Parker); 2. Cooper-Norton (T. Bridger); 3. Cooper-Norton (R. K. Tyrrell); Heat 3, 10 laps: 1. Cooper-Norton (G. Wicken); 2. Cooper-Norton (S. Lewis-Evans); 3. Petty-Norton (A. V. Cowley); First (Main) Final, 15 laps: 1. Cooper-Norton (J. Russell); 2. Cooper-Norton (T. Bridger); 3. Cooper-Norton (G. Wicken); Second (Consolation) Final, 10 laps: 1. Cooper-A.P. (D. F. Iszatt); 2. Cooper-Norton (A. V. Cowley); 3. Cooper-Norton (R. H. Ham); J.A.P. Race, 10 laps: 1. Cooper (D. F. Iszatt), 67.88 m.p.h.; 2. Cooper (S. Foreman); 3. Cooper (S. Foreman).

Sports Cars: Up to 1,200 c.c., unsupercharged 12 laps: 1. Morgan Plus Four (G. H. Hill); 2. Cooper-Coventry Climax (F. D. Gammon); 3. Lotus-Coventry Climax (P. H. Ashdown). Fastest laps: G. Hill, 71.54 m.p.h. Up to 1,500 c.c., unsupercharged, 12 laps: 1. Lotus-Coventry Climax (R. G. Bicknell); 2. Lotus-Coventry Climax (H. C. Taylor); 3. Cooper-Coventry Climax (D. Taylor). Fastest lap: G. Hill, 72.23 m.p.h. (1,500 c.c. record).

CLUB NEWS

Lancashire and Cheshire C.C.—The Derbyshire Sporting Trial was run on April 22 under fine, dry conditions. Gradients to be overcome were often severe, but provided fair tests of skilful handling.

The three hills on Pine Low were straight ascents of a wooded hillside, the only clean climb being by G. J. Newman (Cannon VII), whose maximum performance on 11 of the 16 hills in the trial gave him a clear lead in the final results. Parwich provided five hills in open moorland country, and most competitors found these not too difficult. H. R. Smart (B.S.T. II) unfortunately retired at this stage, as did N. H. Coates (N.H.C. II) despite an extremely rapid replacement of a damaged half-shaft after the previous hill.

The sunny afternoon brought a large number of spectators to Millclose Mine, where eight tests provided a variety of surfaces and hills of varying lengths and intricacies. The first climb was complicated by having a watersplash at the start, which several of the cars failed to negotiate successfully. M. H. Lawson (M. and L.) and R. A. Hopkinson (Bluebell), who had been providing G. J. Newman with the closest competition up to the lunch break, lost ground on the sixth of the afternoon's hills, where only six competitors made clean climbs. Of the 32 starters, 28 finished the course and took part in the two timed manoeuvring tests, used to decide tests, in which R. Chappell (Cannington) put up the best aggregate time.

RESULTS

Best performance: Morgan Plus Four (A. J. Blair), 4,832 marks lost.
Ladies' award: M.G. TD (Mrs. P. Forster), 57.26.
Class awards: Closed cars up to 1,300 c.c.: 1. Ford Anglia (R. Randall), 5.526; 2. Fiat (D. Smith), 5.683; 3. Ford Anglia (D. H. W. Thompson), 5.738; 4.101 to 1,600: 1. M.G. Magnette (W. C. Slocombe), 5.774; 2. Hillman Minx (R. S. Parry), 5.791; 3. M.G. Magnette (J. Watson), 5.841; 4.681 to 2,500: 1. Sunbeam-Talbot (H. Holmes), 5.888; 2. Ford Zodiac (R. F. Young), 6.467. Over 2,500: Jaguar XK140 (C. Smith), 5.538. Open cars up to 1,200: 1. Dellow (A. C. W. Rowley), 5.320; 2. Standard Vanguard (M. 539); 3.201 to 1,600: 1. M.G. (K. N. Richards), 5.264; 2. M.G. A (C. Shove), 5.347; 3. M.G. TD (R. G. Forster), 5.454; 4.001 to 2,500: 1. Triumph TR2 (W. C. Slocombe), 5.326; 2. Triumph TR2 (A. Gordon), 5.358. Over 2,500: Jaguar XK140 (W. C. Slocombe), 5.398. **Specials:** M.G. TC (N. Dunton), 5.550.

Team award: Dellow (A. E. H. Parsons, A. E. Cleghorn and J. R. Tempton), aggregate 7,652.
Novice award: Penhow (W. Howarth), 134.
First-class awards: Chandler M.4 (E. J. Chandler), 142; Bluebell (R. A. Hopkinson), 142; Cannon, M.C.—(M. R. B. Cannon). **Team award:** London M.C.—G. Newman, R. Chappell (Cannington), and J. H. Appleton (Cannon VIII), 420 aggregate.

Nottingham S.C.C.—Regulations are available for the race meeting to be held on Whit Monday, May 21 at the recently opened Mallory Park Circuit in Leicestershire. Invited clubs are B.A.R.C., B.R.S.C.C., Peterborough M.C.; Sunbac, Midland A.C., Seven-Fifty C.C. and Midland M.E.C. Details of the meeting can be obtained from A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham.

Edinburgh University M.C.—The annual Murray Cup Rally on Sunday, May 13, is open to members of the S.C.C., Lothian C.C., Combined Universities M.C., Falkirk and D.M.C., Berwick and D.M.C., Fifty-Five

C.C., Lanarkshire M.C. and C.C., and the promoting club. The first car will start from George Square, Edinburgh, at 10.15 a.m., and the route will be about 150 miles in length. One or two driving tests will be held at the lunch stop for the purpose of deciding ties on the road section. Entries, which close at midnight on Wednesday, May 9, should be sent to the secretary of the E.U.M.C., c/o The University Union, Park Place, Edinburgh, 8.

Thames Estuary A.C.—Eight driving tests were set out at Matching Green airfield, Essex, for the "Day of Dicing" held on Sunday, April 22. The tests were attempted twice by each of the 100 entrants. A. J. Blair in a Morgan Plus Four won the clear winner. In addition to the competition for individuals, a contest for a team prize and a club team prize took place. Cars were entered in teams of three, and were timed over a further run through the tests.

PROVISIONAL RESULTS

Best performance: Morgan Plus Four (A. J. Blair), 4,832 marks lost.
Ladies' award: M.G. TD (Mrs. P. Forster), 57.26.

Class awards: Closed cars up to 1,300 c.c.: 1.

Ford Anglia (R. Randall), 5.526; 2. Fiat (D. Smith), 5.683; 3. Ford Anglia (D. H. W. Thompson), 5.738; 4.101 to 1,600: 1. M.G. Magnette (W. C. Slocombe), 5.774; 2. Hillman Minx (R. S. Parry), 5.791; 3. M.G. Magnette (J. Watson), 5.841; 4.681 to 2,500: 1. Sunbeam-Talbot (H. Holmes), 5.888; 2. Ford Zodiac (R. F. Young), 6.467. Over 2,500: Jaguar XK140 (C. Smith), 5.538. Open cars up to 1,200: 1. Dellow (A. C. W. Rowley), 5.320; 2. Standard Vanguard (M. 539); 3.201 to 1,600: 1. M.G. (K. N. Richards), 5.264; 2. M.G. A (C. Shove), 5.347; 3. M.G. TD (R. G. Forster), 5.454; 4.001 to 2,500: 1. Triumph TR2 (W. C. Slocombe), 5.326; 2. Triumph TR2 (A. Gordon), 5.358. Over 2,500: Jaguar XK140 (W. C. Slocombe), 5.398. **Specials:** M.G. TC (N. Dunton), 5.550.

Team award: Dellow (A. E. H. Parsons, A. E. Cleghorn and J. R. Tempton), aggregate 7,652.
Novice award: M.G.C.C. (S.E. Centre), M.G. TD (K. N. Richards, K. Hale and C. Shove), aggregate 7,574.

M.C.C.—The following competitors won awards in the Land's End Trial held on March 31:

First-class awards: M.G. 1.499 (W. C. Slocombe); Dellow 1.172 s (P. Barker); Lea-Francis 1.496 (A. L. S. Denyer); Lotus 1.172 (A. E. Hay); L.R.G. 1.172 (W. E. Wonnacott); Trojan 1.488 (A. F. Scroggs); Modular 1.172 (J. P. Davis); Ford 1.172 (A. E. Cleghorn); Standard Vanguard 2.089; (R. B. Warren); Dellow 1.172 (R. F. Bernard); Dellow 1.172 (L. A. Betteridge); Ford 1.172 (J. H. Pool); Morgan Plus Four 1.991 (W. A. G. Goodall); Morgan Plus Four 1.991 (A. E. Hall); Morgan Plus Four (A. E. Scroggs); Scarle Rutter 1.172 (J. W. Christopher); Triumph TR2 1.991 (T. D. H. Rutter); Dellow 1.172 (P. Le Couteur); Dellow 1.172 (H. E. Barrett); Volks-wagen 1.192 (J. Sewell); A.R.M. 1.203 (F. G. Smith); Standard 948 (A. P. Robins); Standard Vanguard 1.203 (A. E. Parsons); H.R.G. 1.496 (E. H. Dennis); Frazer-Nash 1.496 (J. D. Parsons); Ford 1.172 (D. G. H. Hilliard); Dellow 1.466 (J. T. Skinner); Dellow 1.172 (G. S. Edwards); Dellow 1.172 (Mrs. N. Parsons); Dellow 1.172 (C. R. Parsons);

Stafacorn 1.172 (D. J. Ayres); Ford Popular 1.172 (D. Isaac); Ford Popular 1.172 (G. J. Isaac); Ford Popular 1.172 (S. D. Guttridge); A.F.S. 1.172 (I. D. Borton); Austin 1.172 (M. Pollard); Dellow 1.172 (V. W. T. Sanders); Morgan 1.991 (B. H. Ham); Sunbeam 1.172 (G. Wood); Volks-wagen 1.172 (R. Proctor).

Second-class awards: M.G. Magnette 1.499 (Mrs. N. Mitchell); Wilson Ford 1.172 (Miss D. Freeman); H.R.G. 1.496 (F. Alcott); Morgan Plus Four 1.991 (R. H. G. Morgan); Morris 918 (F. W. Morris); Standard 948 (A. E. West); Sunbeam-Talbot 1.267 (A. W. Studley); Ford Anglia 1.172 (H. J. Kingwell); H.R.G. 1.496 (D. J. Waller); Dellow 1.172 (N. E. Denison); Ford 1.172 (C. Jenkins); Austin 1.199 (H. S. Hocking); TR 1.172 (J. P. Attill); Triumph TR2 1.991 (C. Moore); M.G. 1.498 (J. P. Attill); Ford 1.172 (W. Ivey-Millard); Ford 5.622 (W. Teague); Ford Anglia 1.172 (E. L. J. Sparre); Peugeot 403 1.468 (F. Denison); Triumph 1.991 (C. M. Seward); M.G. 1.548 (G. S. Semon); M.G. 1.250 (A. G. Bulpin); Ford Anglia 1.172 (A. L. Chard); Volkswagen 1.192 (J. W. E. Jordan); Ford 1.172 (G. R. Cox); Hillman Minx 1.390 (B. H. Thompson); Dellow 1.172 (W. G. M. Crew); M.G. TF 1.250 (K. M. Law); Kette Award 5.622 (W. G. M. Crew); M.G. 1.550 (E. P. Herbert); Buckler 1.172 (D. H. C. Woodbridge).

Team award: Dellow (G. S. Edwards, Mrs. N. Parsons and C. R. Parsons).

North Devon M.C.—The sixth Ilfracombe Rally on April 21-22 proved to be a severe test of navigation, and many competitors retired before the finish. Fifty-five cars left the four starting points—Salisbury, Bristol, Plymouth and Ilfracombe—to meet at South Molton where the first of three route and time cards was issued. There were 50 controls on the road section and the total mileage was 361. Several tests were held during the rally, one of which, a timed hill-climb, was attempted by only 15 drivers, the other crews missing it through not studying the final instructions or route cards sufficiently. The rally finished with a test on Ilfracombe pier.

RESULTS

Best performance: Triumph TR2 (C. M. Seward), 108 marks lost. **Navigators' award:** A. C. Harmer.

Best in opposite class: Standard Ten (I. D. L. Lewis), 115.

Runners-up: Open cars: Triumph TR3 (L. Griffiths), 1.252; Closed: Ford Anglia (G. W. Best), 175.

Best B.T.D.A. member: I. D. L. Lewis.

Class awards: Open cars up to 1,500 c.c.: M.G. A (G. N. Dear); Over 1,500: Morgan Plus Four (J. T. Spare). **Closed car up to 1,500:** Standard Eight (J. T. Spare). **Open cars up to 1,500:** Ford Zephyr (M. R. Davies). **Specials:** Ford Prefect (H. Davy).

Make awards: Austin: C. P. Hicks; Ford: G. W. Best. **Non-Sunbeam-Talbot:** N. O. P. Taylor; Morgan: J. T. Spare; Triumph: C. M. Seward; Vauxhall: E. R. Shillabeer. **M.G. G. N. Dear:** Austin A.50 (C. P. Hicks). Plymouth: Morgan Plus Four (L. B. Fredman). Salisbury: Vauxhall Velox (E. R. Shillabeer). Bristol: Sunbeam-Talbot (N. O. P. Taylor).

Best in tests: Ford Prefect (H. Davy).

Team award: Tevel (G. C. E. R. Shillabeer, R. Southcombe and C. P. Hicks).



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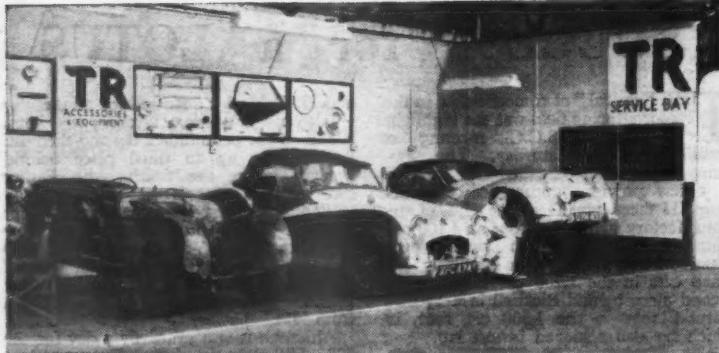
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A new servicing bay for Triumph TR2s and TR3s was opened recently at the Wimbledon premises of L. F. Dove, Ltd., where the works-sponsored Triumph Sports Owners' Association has the headquarters of its London Section

TRADE and INDUSTRY

Redozene Products, Ltd., of London, whilst retaining their other interests, have sold their Aerozene lubricating oil rights to Amber Chemicals, Ltd., 11, Albemarle Street, London, W.I.

The Clyde Automobile Co., Ltd., 100, Renfrew Street, Glasgow, C.2, have been appointed Singer distributors for Glasgow and the west of Scotland. The firm have been Rolls-Royce distributors for 50 years.

A procession of cars from Rootes and Brookland Motors glittered down London's Bond Street for the start of the fashion week last Sunday. Inside, and on foot, were models wearing the latest designs in clothes.

Seven major London cinemas were filled with stockholders and guests of the British Petroleum Co., Ltd. on Wednesday of last week. Three colour films dealing with aspects of the company's work were shown to an estimated audience of 14,400 people, including 2,100 of the company's staff at another cinema.

Another of the Shell nature studies has been published entitled *Birds and Beasts*. It is in calendar form with beautiful paintings by Maurice Wilson and Roland Hilder, faced by identifications of the birds and animals shown, with the aid of a key diagram. The cost is 7s and the publishers are Phoenix House, Ltd., 38, William IV Street, London, W.C.2.

HIS fellow directors of the Lex Group of companies gave an enjoyable dinner to Mr. G. J. Alday, M.B.E., at the Dorchester Hotel, London, last week, to celebrate his 65th birthday. The toast and responses were made by Rosser Chinn, William Duck, Richard Dimbleby, Simon Vos, Norman Chinn and Sir Harry Greenfield.

Relying to his congratulatory toast, G. J. Alday had one or two serious thoughts among many lighter ones. In 48 working years he has experienced every side of the motor industry, starting at the bench. He said that there were two main reasons why the motor car industry was losing ground and descending from its position as the greatest exporter of all—it was partly due to politicians, but also because the manufacturers were not in close enough touch today with the sellers and the users.

He continued: "We who sell and ser-

vice the product are in the firing line, and those who provide the arms should consult those who handle them if they are not to lose ground, as recently." Another speaker had said that "Jimmy" Alday had taught him in the years immediately after the war, to kneel facing the Midlands and pray for deliveries; the implication was that the roles are changing.

NEW CAR PRICES

		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
A.C.			
2-litre 2-door	... 1,027 12 2	1,542 15 3	
2-litre 4-door	... 1,07 19 4	1,663 6 0	
Acc. ...	1,100 0 0	1,651 7 0	
Acca coupé	1,375 0 0	2,063 17 0	
ALFA ROMEO			
1,300 Giulietta	1,150 0 0	1,726 7 0	
Sprint Spyder	1,410 0 0	2,116 7 0	
1900 Super ...	1,750 0 0	2,626 7 0	
T.1 ...	1,900 0 0	2,851 7 0	
Primavera coupé	1,995 0 0	2,993 17 0	
Spina ...	2,500 0 0	3,754 7 0	
ALLARD			
Monte Carlo ...	1,782 0 0	2,674 7 0	
Safari estate car	1,782 0 0	2,674 7 0	
K.3 touring 3-seater	1,537 0 0	2,306 17 0	
J.R.2 sports racer	1,722 0 0	2,584 7 0	
ALVIS			
3-litre Graber	1,850 0 0	2,766 7 0	
A-SIDDELEY			
Sapphires 346... (preselector)	1,215 0 0	1,823 17 0	
(automatic) ...	1,285 0 0	1,928 17 0	
Limousine ...	1,404 0 0	2,107 7 0	
Sapphire 234 ...	1,910 0 0	2,866 7 0	
Sapphire 236 ...	1,065 0 0	1,598 17 0	
ASRON MARTIN			
D.8. 2-4 ...	1,104 0 0	1,657 7 0	
Hardtop ...	2,050 0 0	3,076 7 0	
Drop-head coupé	2,200 0 0	3,301 7 0	
D.8. 35 2-seater	2,600 0 0	3,901 7 0	
AUSTIN			
A.30 2-door ...	360 0 0	541 7 0	
A.30 4-door ...	381 10 0	573 12 0	
A.30 Countryman ...	425 0 0	638 17 0	
A.40 Cambridge ...	503 0 0	755 17 0	
A.40 de luxe ...	535 0 0	803 17 0	
A.50 Cambridge ...	514 0 0	772 7 0	
A.50 de luxe ...	546 0 0	820 7 0	
A.90 Westminster	600 0 0	901 7 0	
A.135 Princess III			
S.W.B. Saloon	1,790 0 0	2,686 7 0	
S.W.B. Limousine	1,845 0 0	2,768 17 0	
L.W.B. Saloon	2,150 0 0	3,226 7 0	
L.W.B. Limousine	2,150 0 0	3,226 7 0	
AUSTIN-HEALEY			
100 ...	806 0 0	1,210 7 0	
BENTLEY			
Series S ...	3,295 0 0	4,943 17 0	
Firestone and Webb	5,000 0 0	7,501 7 0	
Hooper ...	4,765 0 0	7,148 17 0	
H. J. Mulliner ...	4,970 0 0	7,456 7 0	
James Young ...	14,790 0 0	17,185 7 0	

(Continued on next page)



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Welbeck View-Point No. 8, July 8th 1955.
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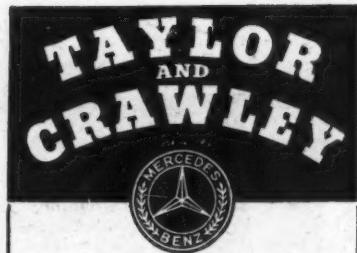
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	U.K. List Price	Total Price in U.K. in- cluding P.T.
	£ s d	£ s d
Bentley (contd)		
Continental		
H. J. Mulliner	5,070 0 0	7,606 7 0
Park Ward	4,775 0 0	7,163 17 0
Park Ward D.H.	4,775 0 0	7,163 17 0
coupé		
B.M.W.		
Type 501	1,377 0 0	2,066 17 0
8-cyl. limousine	1,638 0 0	2,458 7 0
Type 502 limousine	1,792 0 0	2,689 11 0
Type 503	2,975 0 0	4,463 17 0
Fixed head coupé	2,975 0 0	4,463 17 0
Type 507	2,800 0 0	4,201 11 0
Isetta Motocoupé	292 0 0	439 7 0
BORGWARD		
Isabella 60	806 2 11	1,210 11 5
Coupé	1,248 13 10	1,874 7 9
Station wagon	850 1 9	1,286 9 8
Isabella TS	916 15 0	1,376 11 0
Pullman 2400	1,409 2 1	2,115 0 2
Saloon (Hansmatic)	1,501 7 0	2,253 7 6
BRISTOL		
405	2,390 0 0	3,586 7 0
Drop-head coupé	2,450 0 0	3,676 7 0
BUICK		
43 Riviera sedan	1,725 0 0	2,588 17 0
63 Riviera sedan	1,925 0 0	2,888 17 0
53 Riviera sedan	2,050 0 0	3,076 7 0
52 Riviera sedan	1,995 0 0	2,993 17 0
69 Estate Wagon	2,025 0 0	3,038 17 0
CADILLAC		
6219 saloon	2,525 0 0	3,788 17 0
6239 sedan de ville	2,750 0 0	4,126 7 0
6267 convertible	2,750 0 0	4,126 7 0
6019 special saloon	2,900 0 0	4,351 7 0
6267s Eldorado	3,400 0 0	5,101 7 0
CITROËN		
2 c.v.	398 0 0	598 7 0
2-litre DS19	1,090 0 0	1,636 7 0
CONTINENTAL		
Mark II coupé	4,690 0 0	7,036 7 0
DAIMLER		
Conquest	1,066 0 0	1,600 7 0
Conquest Mark II	1,032 0 0	1,549 7 0
Conquest Century	1,172 0 0	1,759 7 0
Mark II	1,132 0 0	1,699 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
One-O-Four	1,885 0 0	2,822 17 0
Lady's model	2,050 0 0	3,076 7 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K. 400 limousine	2,793 0 0	4,190 17 0
D.K.W.		
Saloon de luxe	656 0 0	985 7 0
Fixed-head coupé	665 0 0	998 17 0
Four-door saloon	690 0 0	1,036 7 0
Cabriolet	820 0 0	1,231 7 0
FAIRTHORPE		
Mark I M	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark III E	332 14 0	500 8 0
FIAT		
600	412 10 0	620 2 0
1100	578 10 0	869 2 0
1100 TV	750 0 0	1,126 7 0
1400A	774 0 0	1,162 7 0
1900	980 0 0	1,471 7 0
FORD (Canadian)		
Popular	275 0 0	413 17 0
Anglia	360 0 0	541 7 0
Anglia de luxe	382 0 0	574 7 0
Prefect	395 0 0	593 17 0
Prefect de luxe	420 0 0	631 7 0
Escort estate car	414 0 0	622 7 0
Squire estate car	445 0 0	668 17 0
Consul	520 0 0	781 7 0
Consul convertible	630 0 0	946 7 0
Zephyr	580 0 0	871 7 0
Zephyr convertible	690 0 0	1,036 7 0
Zodiac	645 0 0	968 17 0
FORD (American)		
Mainline 4-door	1,207 0 0	1,811 17 0
Customline 4-door	1,245 0 0	1,868 17 0
Fairlane 4-door	1,283 0 0	1,925 7 0
Fairlane Club 2-door	1,264 0 0	1,897 7 0
Fairlane Country 4-door	1,471 0 0	2,207 17 0
Custom Ranch Wagon 2-door	1,348 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird	1,690 0 0	2,536 7 0
FRAZER NASH		
Fast Roadster	1,650 0 0	2,476 7 0
Turismo	2,150 0 0	3,226 7 0
Tango Florio Gran Sport	2,250 0 0	3,376 7 0
Le Mans	2,450 0 0	3,676 7 0
Sebring 2-seater	2,250 0 0	3,376 7 0
HILLMAN		
Minx special	470 0 0	706 7 0
Minx deluxe	495 0 0	743 17 0
Convertible	540 0 0	811 7 0
Californian	550 0 0	826 7 0
Estate car	565 0 0	848 17 0
Husky	415 0 0	623 17 0

(Continued on next page)



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HUDSON			Dyna de luxe ...	702 8 3	1,055 0 0
Rambler Super ...	1,305 0 0	1,958 17 0	PARAMOUNT		
Rambler Custom ...	1,380 0 0	2,071 7 0	Roadster ...	675 0 0	1,013 7 0
Hardtop ...	1,450 0 0	2,176 7 0	1½-litre saloon ...	675 0 0	1,013 7 0
Cross Country station wagon ...	1,510 0 0	2,266 7 0	PEUGEOT		
Wasp Super ...	1,670 0 0	2,506 7 0	203 ...	633 9 1	952 8 2
Hornet Super ...	1,810 0 0	2,716 7 0	Station wagon ...	732 17 4	1,100 10 6
Hornet Custom ...	1,910 0 0	2,866 7 0	796 2 11	1,195 11 5
Hollywood hardtop ...	1,955 0 0	2,933 17 0	PONTIAC		
HUMBER			Chieftain ...	1,450 0 0	2,176 1 2
Hawk ...	715 0 0	1,073 17 0	Catalina coupé ...	1,976 0 0	2,962 8 10
De luxe ...	730 0 0	1,096 7 0	Star Chief Convertible ...	2,050 0 0	3,073 8 0
Touring limousine ...	795 0 0	1,193 17 0	PORSCHE		
Estate car ...	885 0 0	1,328 17 0	Type 356 ...	1,225 0 0	1,833 17 0
Super Snipe ...	950 0 0	1,426 7 0	Fixed-head coupé ...	1,260 0 0	1,891 7 0
(automatic) ...	1,075 0 0	1,613 17 0	Super Fixed-head coupé ...	1,380 0 0	2,071 7 0
Touring limousine ...	1,030 0 0	1,546 7 0	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
JAGUAR			Super Drop-head coupé ...	1,500 0 0	2,251 7 0
2.4 ...	895 0 0	1,343 17 0	Type 550 1500 Spyder ...	2,715 0 0	4,073 17 0
Special Equipment model ...	916 0 0	1,375 7 0	Carrera coupé ...	1,965 0 0	2,798 17 0
Mark VII M ...	1,140 0 0	1,711 7 0	RENAULT		
(automatic) ...	1,268 0 0	1,903 7 0	750 de luxe ...	422 10 0	635 2 0
XK140 ...	1,127 10 0	1,692 12 0	(Ferlec clutch) ...	442 0 0	664 7 0
Drop-head coupé ...	1,160 0 0	1,741 7 0	Frégate 2-litre ...	699 0 0	1,049 17 0
Fixed-head ...	1,140 0 0	1,711 7 0	Dauphine ...	512 0 0	769 7 0
D-type sports 2-seater	2,585 0 0	3,878 17 0	Grand Pavois ...	850 0 0	1,276 7 0
JENSEN			Amiral ...	829 0 0	1,244 17 0
Model 541 ...	1,435 0 0	2,153 17 0	RILEY		
Interceptor ...	1,800 0 0	2,701 7 0	Pathfinder ...	940 0 0	1,411 7 0
Convertible ...	1,800 0 0	2,701 7 0	ROLLS-ROYCE		
LAGONDA			Silver Cloud ...	3,385 0 0	5,078 17 0
3-litre ...	2,600 0 0	3,901 7 0	Freddie and Webb ...	5,090 0 0	7,636 7 0
Drop-head coupé ...	2,700 0 0	4,051 7 0	Hoopers ...	4,855 0 0	7,283 17 0
LANCHESTER			H. J. Mulliner ...	5,060 0 0	7,591 7 0
Sprite ...	866 0 0	1,300 7 0	James Young ...	4,890 0 0	7,321 7 0
LANCIA			Silver Wraith		
Appia Series II ...	1,110 0 0	1,665 7 0	Frostone and Webb touring limousine ...	5,381 0 0	8,072 17 0
Aurelia Series II ...	1,550 0 0	2,326 7 0	Park Ward ...	5,270 0 0	7,595 7 0
Aurelia Gran Turismo ...	2,230 0 0	3,346 7 0	Park Ward touring limousine ...	5,320 0 0	7,981 7 0
Spyder ...	2,115 0 0	3,173 17 0	Park Ward 7-passenger limousine ...	5,395 0 0	8,093 17 0
LINCOLN			H. J. Mulliner touring limousine ...	5,380 0 0	8,071 7 0
Première ...	2,432 0 0	3,649 7 0	Hooper touring limousine ...	5,395 0 0	8,093 17 0
LOTUS			Hooper 7-passenger limousine ...	5,395 0 0	8,093 17 0
Sports ...	850 0 0	1,276 7 0	James Young ...	5,445 0 0	8,168 17 0
Club ...	1,060 0 0	1,591 7 0	ROVER		
Le Mans 75 ...	1,330 0 0	1,996 7 0	60 ...	840 0 0	1,261 7 0
Le Mans 83 ...	1,395 0 0	2,093 17 0	75 ...	915 0 0	1,373 17 0
MERCEDES-BENZ			90 ...	945 0 0	1,416 17 0
180 ...	1,195 0 0	1,793 17 0	Land-Rover ...	645 0 0	968 17 0
180D (diesel) ...	1,260 0 0	1,891 7 0	SIMCA ARONDE		
180SL sports saloon ...	1,850 0 0	2,776 7 0	1300 Elysées ...	609 10 0	915 12 0
220s ...	1,552 0 0	2,329 7 0	Grand Large ...	662 0 0	994 7 0
330 ...	2,525 0 0	3,788 17 0	SIMCA VEDETTE		
300 de luxe ...	2,675 0 0	4,013 17 0	Trianon ...	891 0 0	1,337 17 0
300 coupé ...	4,110 0 0	6,166 7 0	Versailles ...	938 0 0	1,408 7 0
300SL ...	3,100 0 0	4,651 7 0	Régence ...	1,053 0 0	1,580 17 0
MERCURY			Marly station wagon ...	1,225 0 0	1,838 17 0
Montclair ...	1,516 0 0	2,278 7 0	SINGER		
M.G.			Hunter special ...	530 0 0	796 7 0
M.G. A ...	640 0 0	961 7 0	Hunter de luxe ...	575 0 0	863 17 0
Magnette ...	693 0 0	1,040 17 0	SKODA		
MORGAN			440 ...	560 0 0	841 7 0
4/4 Series II ...	450 0 0	676 17 0	1200 ...	630 0 0	946 7 0
Plus 4 (TR) 2-seater ...	595 0 0	892 17 0	STANDARD		
4-seater ...	610 0 0	916 7 0	Family Eight ...	369 0 0	554 17 0
Drop-head coupé ...	640 0 0	961 7 0	Super Eight ...	405 0 0	608 17 0
Plus 4 (Vanguard) ...	580 0 0	871 7 0	Family Ten ...	409 0 0	614 17 0
Drop-head coupé ...	610 0 0	916 7 0	Super Ten ...	430 0 0	646 7 0
MORRIS			Companion estate car ...	485 0 0	728 17 0
Minor 2-door ...	401 0 0	602 17 0	Vanguard III ...	597 0 0	899 17 0
2-door de luxe ...	418 0 0	628 7 0	Estate car ...	633 0 0	950 17 0
4-door ...	425 0 0	638 17 0	Vanguard diesel ...	735 0 0	1,103 17 0
4-door de luxe ...	445 0 0	668 17 0	STUDEBAKER		
Minor tourer ...	401 0 0	602 17 0	Champion Custom ...	1,267 0 0	1,901 17 0
Tourer de luxe ...	418 0 0	624 7 0	Commander ...	1,387 0 0	2,081 17 0
Traveller ...	455 0 0	683 17 0	President ...	1,449 0 0	2,174 17 0
Traveller de luxe ...	471 0 0	708 12 0	SUNBEAM		
Cowley ...	532 0 0	799 7 0	Rapier ...	695 0 0	1,043 17 0
Oxford ...	565 0 0	848 17 0	Mark III ...	835 0 0	1,253 17 0
Oxford Traveller ...	623 10 0	936 12 0	TRIUMPH		
Islis ...	607 0 0	911 17 0	T.R.2 ...	625 0 0	938 17 0
Islis de luxe ...	640 0 0	961 7 0	Hardtop ...	670 0 0	1,006 7 0
Islis Traveller ...	725 10 0	1,089 12 0	T.R.3 ...	650 0 0	976 7 0
NASH			Hardtop ...	695 0 0	1,043 17 0
Rambler Super ...	1,305 0 0	1,958 17 0	VAUXHALL		
Rambler Custom ...	1,390 0 0	2,071 7 0	Wyvern ...	510 0 0	766 7 0
Hardtop ...	1,450 0 0	2,176 7 0	Velox ...	540 0 0	841 7 0
Station wagon ...	1,510 0 0	2,266 7 0	Cresta ...	630 0 0	931 7 0
Statesman Super ...	1,490 0 0	2,236 7 0	VOLKSWAGEN		
Ambassador Super 6 ...	1,685 0 0	2,528 17 0	Standard saloon ...	422 10 0	635 2 0
OLDSMOBILE			De-luxe ...	492 10 0	740 2 0
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Series 98 ...	1,985 0 0	2,978 17 0	WOLESELEY		
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PACKARD			Six-ninety ...	805 0 0	1,210 7 0
Clipper de luxe ...	2,206 0 0	3,310 4 9			
Patrician ...	2,762 0 0	4,144 4 9			
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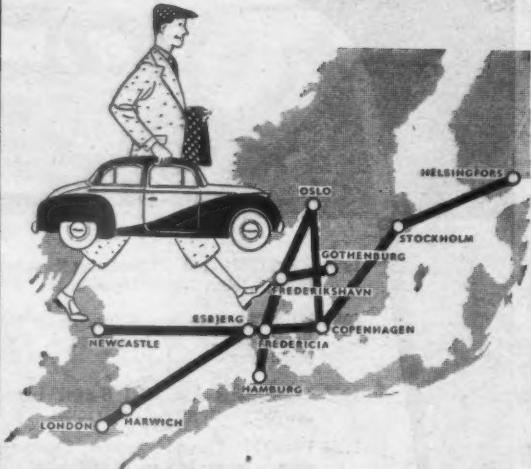


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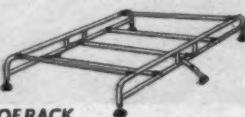
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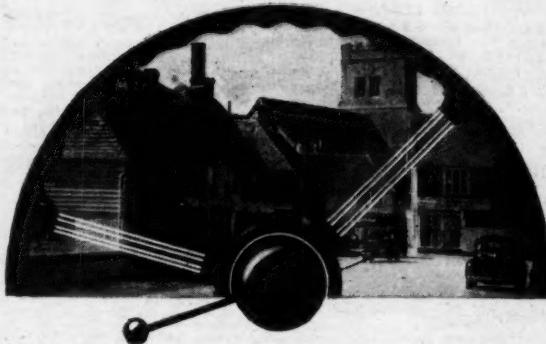
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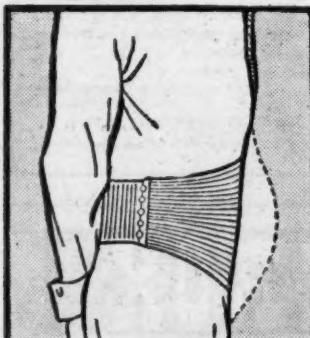
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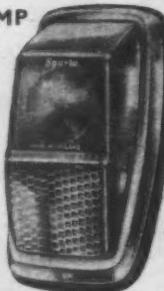
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1955 HILLMAN Minx de Luxe saloon. Black with red interior	£665	1955 STANDARD 8 de Luxe saloon. Heater. Black with red interior	£525
1954 HUMBER Super Snipe saloon. Heater, fog and pass lamps, wing mirrors, wheel trims. Alpine mist with red interior	£825	1955 VAUXHALL Cresta saloon. Foglamp, wing mirrors, wheel trims. Blue and white with blue and turquoise interior	£775
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		1952 WOLSELEY 6/80 saloon. Heater. Grey with tan interior	£525

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

ATHONY CROOK—New and used models, see and try the new A.C. with Bristol engine: having specialized with the Bristol engine since its origin and being situated within a few minutes of the A.C. factory we are the obvious choice for your new or used car.—Anthony Crook, A.C. distributor, High St., Esher, Surrey. Tel. 4580. [C1063]

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NEW Aceca at £1,884/14.

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180 215, Brompton Rd., S.W.5. Kml. 4215. [C1069]

CHIPSTEAD MOTORS, Ltd., offer:-

ACE late 1955, B.R.G., special valve springs, Alfin drums, Michelin X dual exhausts, 110 mph; £1,125. [C1070] XK120 etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052/7253/7154. [C1046]

ACE.—Rudds offer choice of two well maintained sports from £350.

ACECA.—Rudds offer 1955 coupe with radio, heater, etc. £1,000. [C1071] Hobbies by return.

ACE-BRISTOL.—Rudds offer demonstrations by appointment, distance no object. Early deliveries: exchanges; terms.—Showrooms ad. Central Station, Worthing 7775/4. Service, tuning, spares: 41, High St., Worthing 7141. [C1052]

1937 A.C. six h. coupé: £260 o.n.o.; bills £400 rebuild 1951.—Ambassador 6055. [C1040]

ALL enquiries for Ace, Aceca and 2-litre saloons, either new or second-hand, should be addressed to the

A.C. distributors, Swanmore Garage, Ltd., 1176-1180, A.C. Christchurch Rd., Boscombe E., Bournemouth, Tel. Southbourne 43344 and 43345. [C1024]

ACECA, fitted radio, heater, twin spots, grey/red leather, as new: £1,525.—Johnson & Brown (A.C. distributors), 268-270, High St., Bromley, Raven Bourne 8841-2. [C2073]

ACE 2-spoke wheels, Mich. X, screen washer, bumpers, twin petrol pumps, 8,000 genuine: £1,200.—Tel. Shrewsbury 4010. [C1053]

1948 2-litre saloon, received bills recent complete overhaul quite thoroughly good throughout. £285; terms easy.—Richards Carr, Ltd., 3711, Kimberley St., S.W.1. Belgrave 3711. [C1045]

1953 (May) A.C. 2-door sports saloon, grey with blue leather interior fitted heater, H.M.V. radio and usual A.C. accessories; a most distinctive vehicle: £645; part exchanges, deferred terms.

MILHALL SERVICE, 55, South Edwards Square, nr. Kensington High St., W.8. Western 4551. [C1021]

A.C. Cars Wanted

REALLY good A.C. wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1086]

ALMOFT new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W1087/R]

ROYAL SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

GOOD A.C. required immediately.—G. Edwards, Ambury Lane, Harpenden, Herts. Harpenden 118. [W2000]

CASH immediately for good A.C.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

GATEHOUSE MOTORS require good A.C. cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [W2021]

Alfa-Romeo Spares and Services

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and services for all Alfa-Romeo cars.—Fortsomouth Rd., Cobham 2848-9. [O124/R]

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1952 model MX2 convertible, recon engine, heater, floor gear, leather seats, three doors, £285.

1949 £285. 35, Kinnerton St., S.W.1. Belgrave 7111. [C1045]

SALES & WANTS

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ALLARD

DUNCAN HAMILTON & Co., offer:-
1953 Allard J2X competition sports, Le Mans 1953 specification, 5,000 miles only, green with green interior, complete with road equipment, unroaded in unused condition.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1051]

1949 Series Allard d.h. coupe, two-grey, red leather, heater, radio, very smart car, £235.

GEORGE HARPER, Ltd., London Rd., Stevenage. Tel. G700.

1952 MX2 drop head coupe, black brown leather, Vianide hood: £395.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2075]

1953 gas.—Allard 1947 super sports 2-seater, very good condition; terms: exchange: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1018]

FACTORY serviced Allard cars are your wisest buy: 1951 PI saloon, £300; also choice of 2 drop head coupes, at £225 and £250.—Adlards Motors, Ltd., S1, Upper Richmond Rd., S.W.15. Tel. Vandycote 3535.

1951 Allard J2 competition sports Le Mans specification, ex Sidney Allard works car, the actual car road tested by Autocar, new Michelin X tyres, B.R.G., full weather equipment: £475; terms arranged.—Fairlands 9420. [C1757]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

RICHARDS & CARR, Ltd., the best Allard buyers.—Kinnerton St., S.W.1. Belgrave 3711. [W3045]

CASH immediately for good Allard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

DALDRIDGE MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acme Lane, S.W.2. Brixton 6431. [C1048/R]

ALVIS

GATEHOUSE offer:-

1949 Alvis 14 TA saloon, black and silver, one owner, heater: £255.

1948 Alvis 14 TA saloon, maroon, electric windows, radio, beige leather upholstery, splendid condition throughout: £510.

1948 Alvis TA saloon, maroon, red leather upholstery, heater: £495.

1949 Alvis 14 TA drop head coupe, Tickford, excellent condition: £75.

1951 Alvis 2-litre saloon, grey/red leather upholstery, 1952 conversion, heater, 32,000 miles only: £75.

1936 Alvis 20 sports saloon, black, Charlesworth body: £165.

1934 Alvis Speed 25 Super saloon, Charlesworth body: £95.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

JACK ROSE, Ltd., offer:-

ALVIS 14 TA saloon, black/brown interior, most attractive almost unmarked; £425.—Stafford Rd., Wallington, Surrey. Wallington 6877 end Bursl Heath 2376. [C3056]

ERIC HAYES, Ltd., offer:-

1952 3-litre Alvis in superb condition in every way: £685.

1949 Alvis drop head foursome, fitted radio, in superb condition: £495.

1937 Alvis Speed 25 4-door sports saloon, 30,000 miles since works £800 overhaul, very well maintained car: £315.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Am. Ambassador 5266. [C2038]

ARTHUR MULLINER, Ltd., offer:-

1954 Alvis 3-litre Grey Lady saloon, silver grey, heater, an exclusive motor car; further details with pleasure.—Bridge St., Northampton. Tel. 907. [C1087]

CHIPSTEAD MOTORS, Ltd., offer:-

1953 (May) 3-litre drop head radio, heater, pass-lamps, low mileage, immaculate condition, dark green; £1,075.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052/7253/7154. [C1048]

MOTORISTS!

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See Page 87

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

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NEW Graer saloon enquiries.

1954 Alvis 21/10 and 3-litre standard saloons.

CARS purchased for cash; exchanges.

103. New Bond St., London, W.1. Mayfair 6351. [C1029]

HENDON CENTRAL GARAGE, Ltd., offer:-

1949 (October) Alvis 14hp de luxe saloon, black throughout; £485.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C1034]

1951 series Alvis, 5-litre, grey, radio, very good condition throughout; £885.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C4612]

1929 Alvis TC 12/50 tourer, new hood, 30mpg; £85.—New, 37, Newton Rd., W.2. Bay. 5292.

1940 Alvis 12/70 drop head, grey, new plastic hood, new battery, 65,000 miles, only two owners; £245.—Welbeck 2634. [S226]

1949 Alvis TA14 saloon, sheet grey/red leather, excellent condition; £485.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kent. 8104. [C4055]

1953 (model) Alvis saloon, radio, heater, automatic car; £1,050.—Oxford Road, Ald. The Hyde, Merton, N.W.9. Colindale 3185. [C3095]

A. LIVIS 5-litre saloon (Feb. 1953); black beige leather, one owner; £765.—Stratstone, 40, Berksley St., W.1. (Mayfair 4404). [C4022]

1955 (Aug.) Alvis TC 21/10 sal., 2 shades grey, blue hide, one owner, genuine 4,000 miles, radio; most attractive car in superb order; £1,575.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1938 Alvis 12/70 saloon, one owner to 1955, 37,000 miles, sheet grey, very good condition, owner going overseas.—Weyhill 362, after 6.30 p.m. [S240]

1952 Alvis 3-litre saloon, silver and black with red leather, radio, heater, one owner, excellent condition; £845.—Dobsons, Ltd., Staines. 801. [C1074]

CASS'S MOTOR MART.—1950 Alvis 14/70 saloon, black, R. & H., outstanding condition; £595. written guarantee; 5, Warren St., W.1. Bus. 4110. [C1040]

1939 Alvis Speed 20 Charleworth drop head, exceptional throughout, black and silver, 20 m.p.h.; £225.—Bastin, 65, Herbertton Rd., Southbourne, Bournemouth. [S226]

78—good oil pressure, excellent tyres; good body work and chassis, but positive steering, absolute bargain; repeat £78 only.

JOHN EWER MOTORS, 28, Roslyn Hill, Hampstead, N.W.3. Tel. Swiss Cottage 2020. [S232]

1953 Alvis 5-litre saloon, full history, perfectly maintained, meticulous care by owner; exchange for . . . Bentley or similar or accept reasonable offer; guarantees, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Merton, E., Bournemouth. Tel. Southampton 43544-5. [C4024]

£598—Alvis 5-litre 1951-2 sports saloon, heater, radio, a superb thoroughbred, one owner, small mileage; many others.—Bennimotors, 1, Clarendon Rd., W.11. (50s Holland Park Tube.) Park 5066-7. [C1041]

1949 Alvis, very good condition throughout, heater, mileage 27,000, two owners; £275.—J. B. Williams, "Gate House Inn," Clayton Rd., Newcastle, Staffs. [C1031]

1937 Alvis Crested Eagle saloon, 19 BHP, excellent condition, special body, only two owners since new, many extras; £250; write for details or suitable time to view.—Mr. J. W. Sorby, 36, Sunnycroft Rd., Heanlsey, Middlesbrough. [S239]

1952 (Nov. '51) 5-litre drop head, genuine 23,000 miles, high compression head, recently resprayed metallic green from maroon, new tubes front, interior condition also immaculate; £795.—Walton-on-Thames 1156. Box 1580. [C360]

XXX 1950 Alvis 5-litre saloon, fitted radio and heater, grey with red leather upholstery, a really beautifully maintained and outstanding example; very thoroughly recomended; written guarantee; £665; terms, exchanges.—H. F. Edwards, 134, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2003]

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DROP head wanted.—11, White Place, R.A.F. Sq. Atman, Barry. Consider good saloon. 1948-52. [C592]

CASE immediately for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

ERIO HAYES, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2033]

CHILTERN CARS wish to purchase a really good 12/70 or TA Alvis.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2650. [C1045]

GATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war, 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 882, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-5-4. Grams: Alviscar, Gold, London.

AD at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry.

(S0381/R)

Alvis Spares and Services

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C655/R]

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [C078/R]

AMERICAN CARS

SIMPSON'S offer:-

1955 Dodge r.h.d. V.8, Royal, Hydramatic drive, power brakes, R. & H., all extras.

1950 Chevrolet 2-door, heater, all extras.

Ford Custom convertible, R. & H., all extras.

1951 Plymouth convertible, R. & H., all extras.

Ford Crestline, Ford-o-matic, R. & H., one owner.

De Soto "Carry All," fluid drive, R. & H., all extras, all extras.

Chevrolet 150 2-door, heater, low mileage, one owner.

Chevrolet 4-door de luxe, R. & H., all extras.

Dodge r.h.d. Royal V.8, automatic transmission, R. & H., all extras.

Hudson, r.h.d., 2-door, R. & H., signals, all extras.

Chrysler New Yorker, R. & H., all extras.

Plymouth Cranbrook, R. & H., all extras.

Oldsmobile 88, Hydramatic drive, all extras.

1954 Ford Crestline, 4-door saloon, R. & H., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/3905. [C4015]

PEDIGREE CARS offer:-

1951 Buick four-room drop head coupe, all-electric hood, windows, seats, etc., specimen car; £1,095.—340-2, Euston Rd., N.W.1. Euston 7899. [C1029]

1955 Ford Customline saloon, automatic transmission, radio, heater, loose covers, screen washers, one owner, in specimen condition, black with tan interior; £1,595.

LAWRENCE, Ltd., Parkway, Regents Park, N.W.1. Tel. Gulliver 5721. [S2071]

FORD Custom 1949, l.h.d., 4-door, rebody, etc., black o/drive, seat covers, blisters, radio, h/r, magnificent 100% reliable car, buying convertible, sell. min. ship; £385.—Seen: 12, Windsor Rd., Parkstone (Tel. 4884), Dorset. [4726]

J. THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to our Showroom at 91/95, Fulham Rd., South Kensington, London, S.W.3. Ken. 4583. [C4023]

1955 (October) Nash Statesman Custom 4-door sedan, this is equipped with overdrive, heater, white sidewall tyres and reclining seats that make into a double bed, r.h.d. model, finished in Caribbean blue and white, cost over £2,400 new, 4,000 miles only, a genuine and immaculate automobile; £1,595.—Nash Concessions, Ltd., Albany St., London, N.W.1. Tel. Euston 5538-9 and 1302. [C1025]

1955 American Cars Wanted WE have a customer for your 1955/56 car.—Tel. Primrose 6155, Tarrant & Fraser, 10, Winchester Mews, N.W.3. [S2072]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8891/3905. [W4015]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require 1955 Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube St.), London, W.C.2. Temple 5586. [C1027]

ARMSTRONG SIDDELEY

WE have a customer for your 1955/56 car.—Tel. Primrose 6155, Tarrant & Fraser, 10, Winchester Mews, N.W.3. [S2072]

1949 Armstrong 16 Lancaster, black, brown hide, excellent condition; £245.

1949 R. & H. excellent condition; £245; written guarantee.—S. Warren, St., W.1. Eust. 4110. [C1040]

1954 Sapphire pre-selective gear change, black and grey, one owner, mileage 25,000, radio, twin carb., exhibition condition; £975.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

£345.—1950 Armstrong Hurricane drop head coupe, new hood, clear coat, Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2035]

1954 Armstrong Siddeley 4-door saloon Sapphire, black, new condition, guaranteed unmet, £980 plus F.T.T. or nearest offer.—Mon. 4218. [S2088]

1952 Armstrong Siddeley saloon, grey with blue leather upholstery, one owner, taxed for year, 26,000 miles only; £495.—Coventry & Jeffs, Ltd. [C1029]

1952 Armstrong Whitley saloon, one owner, black, superb condition; £495.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C5037]

1954 model Armstrong Siddeley Sapphire saloon, heater, radio, 2757-5, Ashall & Son (Engineers), Ltd., Middle Clay Garage, Moss Bank Rd., St. Helens, Tel. St. Helens 4630. [C524]

1955 Armstrong Siddeley Sapphire saloon, derescaled, taxed, one owner, black, 5,000 miles; £1,245.—Ralph Davis, Ltd., Stanhope Garage, Potters Bar, Middx. Potters Bar 2371. [S278]

1954 Armstrong Siddeley Sapphire saloon, pre-selective gear, twin carburettors, heater, radio, etc., mileage 26,600, finished ivory white with red leather upholstery; £985. [C5038]

T.O.B. MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759/4062. [C5084]

£295.—1947 Armstrong Hurricane, bonnet 1950, complete overhaul 1950, nice looking exterior.—T. Evenings 5-7 Wed. 9494. [S455]

1954 Sapphire, synchromesh, 2-tone green, radio, heater, windscreen washers; £795; hire purchase facilities.—Jaquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

425 guas.—Armstrong Siddeley 1951 Whitley sports saloon, grey, moon roof, leather, manual gear change, excellent condition, terms, exchange list; open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1954 Armstrong Sapphire, fitted radio, heater, chrome wheel trim, radiator blind, telephone, shock absorbers, black with beige interior, 17,000 miles from new; £945.—Lisles Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7352. [C5097]

1954 Armstrong Sapphire saloon, pre-electric gears, fitted radio, heater, wing mirrors, screen washers, radio blind, 16,000 miles, immaculate, guaranteed; £950. [C5034]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. [C1024]

1955 Armstrong Siddeley Sapphire, automatic, 2-tone grey, radio, one owner, low miles, age, as new; £1,450, maximum h.p. [C1001]

ARMSTRONG SIDDELEY

G

S GUY SALMON.

THE Armstrong Siddeley specialists for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:-

1955 (series) Armstrong Siddeley Sapphire saloon, pre-select, duo grey/red leather, one owner, extremely well maintained; £1,095.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

PASS & JOYCE, Ltd.

ENGLAND'S largest Armstrong Siddeley distributors, offer:-

1955 model Armstrong Siddeley Sapphire automatic saloon, chassis underslung, silver grey and dark blue with blue interior; £1,495.

1955 model Armstrong Siddeley Sapphire saloon, pre-select, black and grey with red interior; £1,495.

(Sppt.) Armstrong Siddeley Whitley saloon.

The above are one owner cars and guaranteed for 6 months.

SEE our list under "Sports Cars."

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

PERFORMANCE CARS, Ltd., offer:-

ARMSTRONG SIDDELEY Lancaster, 1948, £523; Armstrong Siddeley Typhoon, 1948, £523; Armstrong Siddeley Hurricane, 1947, £295.

SEE our list under "Sports Cars."

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

1949 Armstrong Hurricane drop head coupe, exceptional condition, perfect mechanically; £335.

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1953 (June) Armstrong Siddeley Whitley saloon, pre-select, £335.

The above are one owner cars and guaranteed for 6 months.

PASS & JOYCE, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [C3039]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011 or Epsom 3001. [W4065/R]

ALMOST new Armstrong required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston, [W3016/R]

MARSTON MOTOR CO., Ltd., for your Armstrongs.—Tel. Sta. 3000. Seven Sisters Rd., Totternham N.15. [0183/R]

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

PASS AND **JOYCE**, Ltd., England's largest distributors, wish to purchase used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0035/R]

Armstrong Siddeley Spares and Services

AFCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gearbox service; stock guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning.

46 hrs.—Aircot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.5. Ken. 7301 and 7521. [0644/R]

PASS AND **JOYCE**, Ltd., 27, Peter St., Manchester, 2. have large stocks of spares, reconditioning of cars and preselecto gear boxes undertaken.—Tel. Deane 1062/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service than Excels."—34, Acme Lane, S.W.2. Brixton 4011 or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3001. [04065/R]

PASS AND **JOYCE**, Ltd., England's largest distributor, for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edware Rd., Hendon, N.W.9. (Collindale 5431.) [0760/R]

ASTON MARTIN

HW MOTORS, Ltd., offer:—

1955 (model) Aston Martin DB2-4, 3-litre, met./blue uphol., 10,000 miles, one owner: £2,250.

1955 Series Aston Martin DB2-4 3-litre, black/red uphol., radio, Alfin b. drums, 15,000 miles, one owner: £2,150.

1954 Aston Martin DB2-4 2.6 litre saloon, met./grey/red uphol., 4,000 miles, factory recon. engine: £1,650.

1953 Aston Martin DB2 2.6-litre saloon, d. blue/white uphol., 20,000 miles, one owner, mint cond., full history available: £1,550.

BRIDGE Motor Works, Walton-on-Thames 2404-5. [5514]

BROOKLANDS: wholesale and retail.

NEW Aston Martin DB2-4 saloon and DB3S Competition.

1955 Aston Martin 3-litre DB2-4 saloon, radio.

1954 Aston Martin DB2-4 saloon, Vantage en-

CARS purchased for cash; exchanges.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

CHIPSTEAD MOTORS, Ltd., offer:—

DB2 (April) 1953, replacement Vantage engine just fitted, low mileage, immaculate condition throughout, in polychromatic blue with red leather: £1,575.

DB3 1953, red, 3 twin-choke Webers, well-known car, maintained regardless and ready for season: £1,485.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

DUNCAN HAMILTON & Co., offer:—

1951 Aston Martin DB2 saloon, black with red leather interior, overhauled 9,000 miles ago, 2 owners, very well maintained: £1,185.

1953 Aston Martin DB2 saloon, green with grey interior, 16,000 miles only, beautifully maintained: £1,475.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1051]

ASTON MARTIN DB2 (December) 1953, excellent condition, fitted with wireless: £1,750.

ARTHUR WOOD & SON (MOTORS), Townend Garage, Walsall 5674.

1935 Aston Martin Mark II S.C., reconditioned throughout, immaculate: £525.—Piray Motors, Old Windsor, Windsor 2002. [0123/R]

1953 (April) DB2-4 saloon, finished in carriage green with beige leather, vantage engine, one careful owner since new, 30,000 miles, in faultless condition throughout: £1,475.

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 39440, Old Steine, Brighton, I. Tel. 26102/3. [5272]

1951 Aston Martin DB2 saloon, 3-litre engine, immaculate condition throughout: £1,085.—Stanhope Hill, Streatham Hill, S.W.3. (One minute Streatham Hill Station) Tuiss Hill 5462. [C0587]

J. H. BARTLETT.—Aston Martin DB2-4 saloon, light blue, radio, Michelin X tyres, £1,555. Aston Martin DB3 competition sports 2-seater, full history, cost £3,000, bargain, £1,100.—27, Pembroke Villas, W.11. [C1013]

ASTON MARTIN DB2-4 3-litre drop head coupe, cream/red, one owner, 16,000 miles, Alfin drums, air scoop discs, radio, heater, immaculate: £2,450.—Holland Park Autos, 142, Holland Park Avenue, W.11. Park 2626. [C2085]

ASTON MARTIN

1954 Aston Martin DB2-4 sports saloon, black with cream leather upholstery, fitted H.M.V. radio, heater, screenwashers, spot lamps and 4 new Dunlop Speed tyres in immaculate condition, main in exchange: £1,725. Rolls Heritage House, Hermitage, Newbury, Berks. Hermitage 222 or Newbury 2003 during business hours. [3842]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

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J. H. BARTLETT will pay more for good Aston Martins.—27, Pembroke Villas, W.11. [W2013]

ASTON MARTIN cars wanted for cash: full details—Frary Motors, Ltd., Old Windsor. Windsor 2002/3. [0798/R]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor. Windsor 2002/3. [0798/R]

ATALANTA

ATLANTA V12 fixed head coupé by Abbott, independent suspension and wheels, complete engine overhauled, new leather, bearing, leather capstan, cast-iron heads, Solex carburetor, new prop shaft, Alfa front brake, rear brakes relined, new carpets, terrific performance, well shed, a considerable amount of money has been spent on this car and it is in superb condition: price £285.—Box 1492. [5083]

AUSTIN A30

JACK ROSE, Ltd.

1953-54 Austin A30 4-door saloon with heater, almost unmarked, 20,000 miles, one owner: £425.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3036]

CAR MART, Ltd.

SOLE London Austin distributors.

1955 Austin A30 Countryman: £535.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

NEWNHAMS, Ltd.

1955 Austin A30 saloon, excellent condition: £485.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.8. Riverside 4646 (8 lines). [C3024]

H. A. SAUNDERS, Ltd., offer:—

1955 A30 Countryman, green, beige upholstery: £550.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

ALEXANDER LAYTE, Ltd., High power conversions for A30.

AMAZINGLY improved performance and economy.—Send for data sheets and road tests.

LEXANDER ENGINEERING Co., Ltd., Huddersfield, Bucks. Tel. 345.

1955 Austin A30 Countryman, green, beige upholstery: £550.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4032]

1955 Austin A30 Countryman type, just as new: £450, consider part-exchange.—Worthing 1839. [C4027]

1954-5 Austin A30 saloon, one owner: £485.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

AUSTIN 10, 1947, taxed and insured: £260.—Wood Ride, Petts Wood, Kent. [5098]

1955 111-1955 Austin 10 de luxe saloon, beautiful condition: £225. [C4028]

LAMB'S WOOD GREEN (Notre Dame 1897), 100 guaranteed cars; exchanges; hire purchase: £21-425, High Rd., Finchley, Finchley 6222. [C2052]

1939 Austin 10hp Cambridge 4-door sal., black interior, as new.—Worthing 1839. [C2027]

AUSTIN 10 de luxe, low mileage, one owner: £285.—Ditton Rd., Epsom 1001. [C4019]

1946 Austin 10 saloon, black, excellent: £265.—Garage Services Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8892. [C2019]

AUSTIN Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A40

CAR MART, Ltd.

SOLE London Austin distributors.

1955 Austin A40 Countryman, heater: £625.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039]

F. DOVE offer:—

1954 Austin A40 Somerset saloon, colour blue with white, heater, 15,000 miles: £245.—Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

RUSSELL MOTORS, offer:—

1949 Austin A40 Devon, sun-roof, heater: £365.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9298. [C3060]

B. J. HUNTER, Ltd., offer:—

1953 Austin A40 fourseats coupe, full 4-seater, most attractive: £525.

J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

BIRKETTS (FINCHLEY) offer:—

1955 A40 Cambridge, low mileage, perfect condition throughout: £665.

BIRKETTS MOTORS (FINCHLEY), Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-5-4. [C4065]

H. A. SAUNDERS, Ltd., offer:—

1955 A40 de luxe, black, red upholstery, heater: £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

CHIPSTEAD MOTORS, Ltd., offer:—

SPORTS open, Sept. 1952, 1952, red, heater, chrome rims, etc., specimen: £465.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

GARDNER & Co. (HENDON) offer:—

1953 Austin A40 drop head coupe, one owner, 17,000 miles: £495.—Sunnyhill 3359 and 0050. [C2074]

1953 A40 Somerset, beige, in perfect condition: £485.—Below.

1952 Austin A40 saloon, one owner, £425; hire purchase: £485. [C2085]

1949 A40 saloon, grey: £350.—Salmons Garages, Temple Bar 3338. [C4029]

AUSTIN A30

1953 (Dec.) Austin A30 saloon, finished in fawn, fitted heater: £425.—R. S. Currie and Co. Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1095]

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1095]

AREALLY specimen A30s wanted.—Gerrard Cross 2077.

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston, [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CASH immediately for good Austin A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 3611. [W3001]

AUSTIN EIGHT

245 gns.—Austin 8 (late 1946) saloon, sliding head, leather, fully used, terms, exchanges, list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [W3016/R]

1947 Austin 8 4-door saloon, sunshine roof, works reconditioned engine and gearbox, amazing condition: £225; trade enquiries welcomed; terms and conditions: £225. [C4018/R]

AUSTIN 8 4-door saloon, sunshine roof, works reconditioned engine and gearbox, amazing condition: £225; trade enquiries welcomed; terms and conditions: £225. [C4018/R]

A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90

AZ MOTORS offer 1952 A90 hardtop saloon, one owner; £450!!!—Palmerston Rd., N.W.6. Tel. May. 4723. [C1011]

1956 Austin A90, 2,000 miles, unmarked, green, taxed; £825, exchanges, hire purchase.—Fridays, Ltd., Yeoman Garage, Ashford Rd., Maidstone. Tel. 87246. [S214]

1951 Austin A90 Atlantic saloon, every conceivable extra, nice order; £399; terms exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.5. Tel. Hampstead 5712. [C1052]

Austin A90 Cars Wanted

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CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—165, Bromley Rd., Catford, S.E.6. Hither Green 6111. [C1059/R]

AUSTIN A90 (6-cyl.)

W
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621, offer:—

1955 Austin A90 Westminster saloon, fawn with grey/green leather upholstery, heater, radio, windscreen wipers, mileage, 8,900, one owner, excellent condition; £255; our hire purchase terms are now for 12 months.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. [C3042]

CAR MART, Ltd.

SCALE London Austin distributors.

1955 Austin A90 Westminster de luxe saloon, heater; £735. [C2053]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

GLANFIELD LAWRENCE offer:—

1955 Austin A90 Westminster, in Rees blue, heater, etc., low mileage, excellent safety door locks; £765—407, High Rd., N.12. Finchley 0051. [C2053]

H. A. SAUNDERS, Ltd., offer:—

1955 A90 Westminster de luxe, black, red upholstery; heater; £765.

1955 A90 Westminster de luxe, blue with blue and beige upholstery; heater; £765.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5222 (8 lines). [C4092]

1956 Austin A90 Westminster de luxe, absolutely new; £765.

SOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 9676/7779. [C4016/1]

ALEXANDER LAYSTALL, High-power conversions for A90 (cylinder).

AMAZINGLASS, improved performance and economy.—

ALEXANDER ENGINEERING, Ltd., Haddenham, Bucks. Tel. 345. [C1094]

LIMITED number brand new A90 Westminster de luxe saloons at old price.—Austin House, 140 Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

AUSTIN A90 Westminster de luxe saloon, black, brown leather, registered April 1956, works mileage; £865.—Whitton, Colleymoor 5516. [S419]

AUSTIN Westminster, 4,000 miles, black, heater, screenwash, wing mirrors, underseat, immaculate; £765.—Roberts, Birmingham. South 2065. [S400]

£745!!—1955 A90 Westminster de luxe saloon, also similar to only 3,000 miles at £765.—Broadway Motors, Hanworth Rd., Hounslow, Midx. Hon. 0175/9309.

1955 A90 Westminster de luxe, beige, with beige B.M.C. guarantee; £650.—Hutchison & Wilde, Ltd., Llandudno 7444-5. [S078]

AUSTIN EIGHTEEN

7-SEATER 1938 Windsor saloon, blue leather, excellent mechanicals; £825.—JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Webley 1124. [C1103]

AUSTIN TWENTY

1938 Austin Mayfair limousine, good hire car; £175.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

AUSTIN A125 & A135

CAR MART, Ltd.

SOLE London Austin distributors.

1955 Austin A135 Princess i.w.b. limousine, heater, finish'd in grey with grey upholstery; £2,450. [C1039]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CAR MART, Ltd.

SOLE London Austin distributors.

1951 Austin A125 Sheerline limousine, heater, finished in black with brown upholstery; £1,150. [C1039]

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]

GUY SALMON AUTOMOBILES offer:—

1951 Austin Princess saloon; this luxuriously appointed car with its standard equipment consisting of built-in radio, heater, power-operated jacking system and deep lounge-type seating, is in immaculate condition throughout and provides the acme of quality motoring at the extremely low figure of £895.—Portsmouth Rd., Thames Ditton, Emberwick 5551-2-3. [C4001]

1953 Austin Sheerline saloon, black, one owner, low mileage, perfect order; £895. [C2023]

GORDON CARS (LONDON), Ltd., 7-2, Russell Parade, Golders Green Rd., N.W.11. [C2023]

AUSTIN Sheerline, 1951, radio, heater, immaculate; taxed and insured; £415.—Streatham 0659. [S528]

The Autocar

AUSTIN A125 & A135

1950 Austin Princess, superb condition; £585. [C1011]

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45564. [C4024]

1950 Sheerline, one owner, 21,000 miles, very good condition; £445. [C1016]

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C1016]

ALAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 (reg. Dec., '50) Austin Sheerline saloon, grey, blue upholstery, radio, excellent condition; £495, maximum h.p. [C1016]

HEARSEY'S Brochures available. We stock Decks and Bearers on the Princess Chassis.

ALLAN AND SAUNDERS (COACHBUILDERS) LTD., Station Approach, Kew Gardens, Richmond 1161. [C1102]

'51 Austin Sheerline sal., htr., rad.; £485.—Kirkwood Cars, 78, Streatham Hill. Tulse Hill 1288. [C2037]

1955 Austin Princess saloon, also limousine at considerable saving on present list, 50 miles; £2,150. [C1012]

JDAVY, Ltd., 180-4, Kensington High St., W.8. Tel. West 7181. 215, Brompton Rd., S.W.3. Kni. 1069. [C1016]

G& M ALFREDS (1936) LTD., 1950 Austin Princess, above average; £585.—6-7, Warren St., W.1. Euston 3268. [C1005]

1952 Austin Princess saloon, black/grey and blue trim, radio, heater.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]

Have you a
car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

Autocar

each week and will see YOUR advertisement.

AUSTIN A125 & A135

AUSTIN Princess (1950), black, low mileage, works maintained, extremely fine order and condition, radio, heater, etc.; £575, nearest—Simmons, 12, Rex Place, South St., W.1. Grosvenor 1188. [C1042]

1952 Austin Sheerline saloon, black/beige, heater, radio, very sound throughout, must be seen, 3-month guarantee; £545.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.16. Tel. 1166. [C1043]

1950 Austin Sheerline saloon, grey with grey hide, numerous extras, this car will appeal to the critical purchaser who requires a car in superlative condition and who is prepared to pay £495 for it, the mileage is only 31,000. [C1044]

CLARK & SIMSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

Austin A125 and A135 Cars Wanted

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CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition. [C1049]

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CAR MART,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:

(Oct.) Bentley R-type, automatic gearbox, 219,000 miles, exhibition condition; £3,775.

1954 shades metallic grey, one owner, genuine 19,000 miles, exhibition condition; £3,775.

1952 incorporating disappearing division, dark green, grey leather; ideal dual-purpose car, either chauffeur or owner-driver; £2,575.

1951 (Dec.) Bentley big bore sal., black, blue leather, one owner, 41,000 miles, exceptional condition and excellent history; £2,450.

All the above cars were supplied new by us.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1947 4½-litre Bentley saloon, director's car, works maintained; best offer over £1,000.

JOHN SUMMERS & SONS, Ltd., Shotton, Chester. [5092]

1948 Bentley steel saloon, black/brown radio, heater; £1,335.—Odeon Motors, Ltd. [C3036]

1954 Bentley R type (automatic gear box), dual tone, black shell grey, genuine 20,000 miles; £5,550.

MYERS & BURNELL, Ltd., Automobile Engineers, Davygate, York. Tel. 22142-5. [5349]

BENTLEY 4½-litre sports saloon by Park Ward, in really magnificent condition in every respect and open to any inspection; £550.

CLOCE GARAGES (CASTLE BROMWICH), Ltd., corner, Newport and Colshills Roads, Birmingham, 34. Tel. 2615-6. [5118]

1939 Bentley, overdrive, MX series, 4-door drop-head coupe, coachwork by Hooper, in really excellent order throughout; £995.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45342. [C4024]

1939 (Overdrive) Bentley (4-door coupe) by Hooper, concealed hood, excellent condition, no dealers; £750.—Tel. Chichester 3345. [4398]

1938 Bentley Park Ward saloon, recent and considerable miles, coachwork in beautiful condition; £685.

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4136]

1950 (late) Bentley Mk. VI saloon, indistinguishable from new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1951 (July) Bentley Mark VI, a most attractive special body by Freestons & Webb, immaculate, complete Bentley history, miles 20,000; £2,950.

A FREEMAN, Ltd., Gravenor Garage, Burleigh Lane, Manchester, 19. Rus. 2874-5. [5303]

BENTLEY 1931 4½-litre saloon, recent overhaul by specialist, cost £350, a very sound car; £160.—Grays, Guildford 2887. [5313]

1955 (March) Bentley 5½-saloon, automatic gear box, shell grey/red, 14,000 miles, one owner, absolutely immaculate; bargain at £3,750.

THE MILL GARAGES (SUNDERLAND), Ltd., Newcastle Rd., Garage Sunderland. Tel. 58225. [5166]

3½-litre Bentley, 1934, Park Ward drop head coupe, grey, recent overhaul, new hood, radio; £3,500. Tel. Victoria 9722. [5281]

495 gns.—Bentley 1937 4½-litre Park Ward four-seater, some d.h. coupe, black/blue leather, exceptional; terms, exchanges—Rowland Smith, below.

365 gns.—Bentley 1936 3½-litre Rippon sports saloon, Cotswold beige, sliding side door, red leather, carefully used; terms, exchanges; list; open 9-7 week-days—Bentley Motors, Ltd., Hambleden, Hampstead (Hampstead Tube). Tel. Hampstead 6041. [C4016]

1939 Bentley 4½ M.X. series, overdrive, superb detailed history, guaranteed; £725. Paynter Oldfield, 386, Kensington High St., W.14. Rus. 6631. [C3029]

1934 3½-litre black sports saloon by Barker, good condition; £2,950. o.n.o. 10. Antony Rd., Shirley, Birmingham. Shirley 2792 or Acocks Green 1611. [5509]

BENTLEY 4½-litre saloon, 1931, finished Tudor grey with blue hide, recent complete engine overhaul by Bentley Motors, Ltd., excellent condition throughout; £1,675.

NORTWICH MOTORS, Ltd., Manor Lane, Halestock, Worcs. Tel. Halestock 1641-3. [5126]

1937 Bentley Park Ward top hat saloon, recent overhaul; £650.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Tel. Ken 4858. [C4020]

1951 (January) Bentley Mark VI saloon, Tudor grey, grey leather; price £1,950.—Rippon Bros., Ltd., Huddersfield, Leeds, Shefford and Bradford. [C3100]

ANTHONY CROOK.—1933 R-type Bentley, one fastidious owner, genuine 28,000 miles, maintained solely by Rolls-Royce ourselves; £2,950.—High St., Esher, Surrey. Tel. 4580. [C1068]

JACK OLDING & Co. (MOTORS), Ltd., Official Rolls-Royce and Bentley Retailers, offer new S series Bentley Hooper special sports saloon, blue, completely equipped.

ALSO from their selection of passed used cars:

1954 Bentley 4½-litre H. J. Mulliner standard saloon, black, brown hide, synchronesh; £5,500.

1954 Bentley 4½-litre standard saloon, dual grey, grey hide, automatic, one owner; £5,650.

1954 Bentley 4½-litre standard saloon, black, red hide, automatic, one owner, 12,000 miles; £5,250.

1954 Bentley 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,550.

1953 Bentley 4½-litre standard saloon, black, red hide, ambers special grey; £3,150.

1952 Bentley 4½-litre H. J. Mulliner lightweight saloon, black, tan hide, one owner; £3,250.

AUDLEY House, North Audley St., W.1. Mayfair 5242. Park 5077. Open to 7 p.m. [C3030]

BENTLEY (3½, 4½-litre and New 4½-litre)

1935 Bentley 3½-litre French razor-edge body, Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3095]

A CRESS offer.—1949 (October) Bentley, navy blue with blue interior, one owner, good condition; £1,395.—136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

1937 Bentley 4½-litre sports saloon by Park Ward, black with brown hide interior; seen by appointment—Dixons Garage, 134, West Hill, Tunbridge Wells, Kent. Putney 0396. [C1073]

1950 Bentley Mark VI s.a. saloon, all luxury equipment, grey red upholstery, beautiful condition, any test, trial or inspection; £1,495.—Deganwy, North Wales. 83168. [5285]

1953 (October) Bentley Mk. VI Mulliner saloon, finished in black and shell grey with red upholstery, 23,000 miles, one owner, chauffeur maintained; £3,500.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090]

1953 Bentley saloon, R type, black, grey trim, all extras, 29,000 miles, superb condition; £3,550.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 5199. [C3037]

1951 (reg. Oct.) Bentley Mark VI standard steel saloon, shell grey with grey upholstery, one owner, recent works overhaul, complete history; £2,125.—H.T.P. Motors, Ltd., Truro, Cornwall. Truro 1. [5129]

ROSE & YOUNG, Ltd., offer: 1953 Bentley Mark VI R-type saloon, T.N. series, 28,000 miles only, one owner, complete Bentley history since new; unnumbered; £2,875.—Stennholt Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 5464. [C3057]

1949 Rolls Bentley, standard steel, black, immaculate, one owner, complete history, offered on behalf of client who requires similar model drophead or any other interesting coupe—Bray Motors, 180-184, West End Lane, N.W.8. Hamstead 6490. [C1026]

BENTLEY 3½-litre late 1935 Park Ward saloon, black, navy interior, fitted ride control, engine rebed mid-1955, clutch refined, all tyres new, India supers with tubes recently fitted, very good chrome and paint; £445 or terms.—Automo, Ltd., Hampstead 3430. [5286]

HOLLAND PARK AUTOMOBILES offer Bentley big bore S.S., owned and maintained by Rolls-Royce until Dec. '53, one careful owner since, full works history; many '54 mods. including seating, dynamo and matrix, side-out radio, heated rear window, etc. H.P. exchanges; £2,350.

1947 Bentley Mark VI S.S. engine, 30,000 miles, radio, grey, excellent condition; h.p., exchanges; £1,195.

HOLLAND PARK AUTOS, 142, Holland Park Ave., W.11. Tel. Park 2626. [C2085]

1953 (March) Bentley Mk. VI R-type chassis with 2-door Park Ward fixed head coupe body, one local owner, 23,000 miles, high ratio rear axle, radio/heater, tailored loss covers, a strikingly good car, fitted with two-tone black/pale blue with grey. Bedside cord upholstered; exchanges welcomed.

LUXHAM Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. Preston 4245. Showrooms open daily 9 a.m.-7 p.m. Sunday excepted. [4415]

1938 Bentley 4-door drop-head sportsman's saloon, the best we have ever seen, in excellent condition and has extremely attractive lines finished in midnight blue with leather interior to match, fitted radio, heater, Ace discs, etc., mechanically she is a very fine example, and we will gladly give any trial or examination, this car is often mistaken for a poor workman's imitation, but it is a genuine Bentley throughout and naturally there is no rust or corrosion, a genuine Bentley for the genuine enthusiast; £695; choice of 4 Bentleys.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Tel. 3457. [C3000]

Bentley Cars Wanted

C CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Tel. Grosvenor 3434. [C3056/R]

ANTHONY CROOK offers all new Bristol and 1947-1948-1949-1950-1951-1952-1953-1954-1955-1956 used models. Types 400, 401, 403, 404, 405, always in stock.

1956 405, just run in, supplied by us and specially tuned, over 115 mph; 25 mpg, grey, Turkish red upholstery; £3,000; another in standard trim; £2,550.

1953 401, full history; £1,225.

1951 401, heater, radio; £645.

1948 400, radio; £645; others available.

THE advantages of dealing with leading distributors with specially trained staff and service and spares facilities will be obvious.

ANTHONY CROOK MOTORS, Ltd., High St., Esher, Surrey. Tel. 4588. [C1063]

H. C. PAUL, Ltd.

1953 Bristol 401 saloon, radio, exceptionally well maintained; £1,295.—22, Bruton Place, Belgrave Sq., W.1. Mayfair 0821-2. [C3040]

BOB GERARD CARS offer:-

1951 Bristol 401, fitted heater, radio, Cambridge grey, one owner, in excellent condition.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 6151-7. [4692]

GUY SALMON AUTOMOBILES offer:-

1949 (series) Bristol 400 saloon; this car is probably the most unique Bristol in the country; it was the subject of considerable expenditure at the manufacturers only 11,000 miles ago and has been almost like new throughout and the car must be seen and tried to be appreciated; £625.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BRADSTOCK MOTORS (EPSOM) offer:-

1948 (August) Bristol 400 saloon, green/black specification, radio, heater, spot lights, two owners only, in beautiful condition; £695.—Chase Rd., Epsom, Tel. 5696-7. [C10190]

1951 Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,150.

1953 400 saloon, finished in heather grey with marmalade upholstery; £1,700.

1954 Bristol 405 saloon, finished in green with great upholstery; £2,750.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—90, Piccadilly, W.1. Grosvenor 5141. [C3028]

1949 series Bristol type 400 saloon, black radio, heater; £795.—Odeon Motors, Ltd., Bar. Bar. 1144. [C3028]

BRISTOL 400/85 1949 saloon, exceptional mechanical, looks new; £695 or exchange.—Courtney 37, Parkside Drive, Edgware, Middlesex. St. 7073. [5497]

1953 Bristol 403 saloon, blue with brown upholstery, small mileage. Immediate throughout; £1,395.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5046]

Bentley Cars Wanted

1948 or 1949 Mark VI required with reasonably small mileage, and/or modifications to date, at around £1,000.—Simonds, 12, Rex Place, South St., W.1. Grosvenor 1188. [5483]

Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES, all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1062/R]

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C593/R]

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations. 84-90 Holland Park Ave., Kensington, Park 5077. [S5030]

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 68, Westow St., Crystal Palace, Tel. Livingstone 3362. [C450/R]

BOND MINIAR Spares and Service

RAYMOND WAY for Bond Miniars, repairs, spares and service. Tel. Bond 5000. [W4018/R]

BOND MINIAR wanted.

RAYMOND WAY OF KILBURN. [C0827/R]

BORGWARD

1956 Isabella saloon, finished in silver.

1956 Isabella station wagon, finished in green, both works mileage.

OCKSFIELD GARAGE, Ilford Lane, Ilford 3155 (ext. 2).

BORGWARD Isabella, one owner, September '55, 4,000 miles; £925.—Blundells, Christchurch Rd., Folkestone 2726. [C1108]

BRISTOL

AANTHONY CROOK offers all new Bristol and 1947-1948-1949-1950-1951-1952-1953-1954-1955-1956 used models. Types 400, 401, 403, 404, 405, 406, always in stock.

EX-DEALER.

1956 405, just run in, supplied by us and specially tuned, over 115 mph; 25 mpg, grey, Turkish red upholstery; £3,000; another in standard trim; £2,550.

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almost like new throughout and the car must be seen and tried to be appreciated; £625.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BRADSTOCK MOTORS (EPSOM) offer:-

1948 leather, overhauled and modified to as C

specified, radio, heater, spot lights, two owners

only, in beautiful condition; £695.—Chase Rd., Epsom, Tel. 5696-7. [C10190]

1951 Bristol 401 saloon, black with beige uphol-

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1953 400 saloon, finished in heather grey

with marmalade upholstery; £1,700.

1954 Bristol 405 saloon, finished in green with

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UNIVERSITY MOTORS, Ltd., guaranteed cars always

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heater; £795.—Odeon Motors, Ltd., Bar. Bar. 1144. [C3028]

BRISTOL 400/85 1949 saloon, exceptional mechan-

ical, looks new; £695 or exchange.—Courtney 37,

Parkside Drive, Edgware, Middlesex. St. 7073. [5497]

1953 Bristol 403 saloon, blue with brown uphol-

stery, small mileage. Immediate throughout;

£1,395.

A FREEMAN, Ltd., Grosvenor Garage, Burnage

Lane, Manchester, 19. Rus. 2874-5. [5046]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

1953 (Feb.) Type 401 saloon, finished heather grey with beige leather, one careful owner, very nominal mileage, in faultless condition throughout. £1,295.

GEOGE NEWMAN & Co. (BRIGHTON), Ltd., 39/40, Old Steine, Brighton, 1. Tel. 28102-3. [5271]

BRISTOL 1951 401 fully modified last year to 402 specification costing £400, genuine 120 mph. radio heater, twin exhausts, fastest 401 in the country, 26 mpg., £1,075, exchange considered, h.p. arrangement 130. Church Rd., Moseley, Birmingham, 13. South 146. [4821]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, 1. West Country distributors of the Bristol range invite your enquiry; demonstrations promptly arranged; confidential out-of-pocket facilities and part exchanges; constantly changing range of used models available for you; selection.—Tel. Bristol 25290. [0474/R]

Bristol Cars Wanted

J. H. BARTLETT will pay more for good Bristol.—J. 27, Cambridge Villas, W.1. [W1015]

CASH immediately for good Bristol.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Bristol—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt.—£280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R]

Bugatti Spares and Services
J. LEMON BURTON, Bugatti service, Lansdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R]

BUICK

METCALFE & MUNDY, Ltd.
BUICK saloon, registered February, 1954, 30,000 miles all extras, immaculate Silph Dynaflo, maroon; £675.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

1955 Buick special radio, 8,000 miles; £2,000.—J. Thompson (Motors) Ltd., 41-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

SEVERAL Buick saloons, 1938/39, 1948 and 1953, various types available, all well shod, price from as low as 100 guineas.—300, Westwood Lane, Blackett's Sidcup. [5346]

1952 Buick special saloon, Dynaflo radio and heater, this car is in magnificent condition throughout.—Harry Martin, 25, Devonshire Place, Marylebone, London, W.1. Tel. Welbeck 3302. [C3092]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers, outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8631. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models. Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R]

Buick Spares and Services
B. LTD., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC

1949 Cadillac convertible ohv engine.

1951 Cadillac Fleetwood 60 special, 42,000 miles, 2-tone colour grey.—J. Thompson (Motors) Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4026]

1954 Cadillac 62, one owner, 12,000 miles only, absolutely as new.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, S. London, N.W.3. Hampstead 2676/7777. [C4016]

1954 Cadillac convertible, Arlington green, all power equipment, 7,000 miles only.—TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 0881. [C4136]

CADILLAC, Hydramatic drive, black saloon, registered 1951, all extras, works maintained; £850.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

CADILLAC 60 super Fleetwood saloon, 1949 (October), 30,000 miles, 2-tone colour grey, white wall tyres, colour battleship grey/cream roof, undoubtedly one of the finest Cadillac in England; £950; exchange considered.—H. R. Charles, "Heatherdale," 8, St. Agnes Rd., Moseley, Birmingham, South 146. [C4754]

£1199!!! Cadillac convertible, electric hood, electric windows, electric seat adjustment, completely hydraulic drive, only 2 pedals, although first registered 1949, has been in constant use, vehicle looks and runs as well as 1956 model costing £4,000, magnificent specimen in 100% condition, recently had overhaul costing £250.

LAMBS OF WOOD GREEN (Established 1897), 100 High Rd., Finchley. [C4032]

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-55, Fulham Rd., S.W.3. Kensington 4888. [W1028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8631. [W4015]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models. Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Cadillac Spares and Services

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

CHEVROLET

SIMPSON'S MOTORS.—See under American Cars; full list.

1954 Chevrolet Bel Air Powerglide, automatic transmission, radio, heater, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1951 Chevrolet, 4-door, de luxe, radio, heater, 1955 condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1953 Chevrolet Bel Air, radio, heater, fitted loose covers, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1956 Chevrolet Bel-Air 1.h.d. 2-door sports sedan, 7,000 miles; £2,295.

1955 Chevrolet Bel-Air saloon, radio, heater, 9,000 miles; £1,645.—British & Colonial Motor Sales Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. [C1027]

1953 Chevrolet, radio, heater, 10,000 miles; £1,650.—Joe Thompson (Motors) Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

1946-7 Chevrolet Fleetline saloon, r.h.d., black, 12,000 miles; £1,200.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1954 Chevrolet Bel-Air 4-door r.h.d. saloon, every conceivable extra, new condition, no changes, etc.—Autowork, Ltd., Southgate St., Wimchester. Tel. 4965. [C1010]

Chevrolet Cars Wanted

CNK MOTORS are very good buyers of specimen Citizens.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

1953 (Oct.) Joe Thompson (Motors) Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

1956 (Oct.) Chevrolet Fleetline, r.h.d., black, 12,000 miles; £1,200.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

1954 (Oct.) Chevrolet Bel-Air 4-door r.h.d. saloon, every conceivable extra, new condition, no changes, etc.—Autowork, Ltd., Southgate St., Wimchester. Tel. 4965. [C1010]

CITROEN

C. G. NORMAN & Co., Citroen sole distributor for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756 R]

1953 Citroen Big 15 sun saloon, black, £265; both these cars are in exceptional condition.—Citroen distributor, 10,000, London, S.W.1. [07248]

JOHN S. TRUSCOTT, Ltd., for Citroen, only the best examples are offered, 1955 Light 15, 8,000 miles, one owner, sunset grey, red leather; £795, deferred terms.—John S. Truscott, Ltd., 175, Western Grove, W.11. Baywater 4274. [C4055]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ALL models required.—R. J. Searle, 25, Church St., Hampton, Molesey 2142-3. [W4069]

ALLY good Citroen wanted.—Cobb, 10, Bryanston Mansions, Wyndham Place, London, W.1. [W1066]

LEX GARAGES, Ltd., Acc. Corner.—Consult the largest buyers of used Citroens in England.—North Circular Rd., N.W.10. Tel. 5885. [C0791]

1955 Light 15 wanted; please send details, lowest cash price.—Marx, 12, Lucas Rd., Hayes 14663. Heath. Tel. 1764. [C1044]

Citroen Spares and Services

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2.

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 8464.

STURES Service, 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [07227/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs; all spares stocked. [05285/R]

DAIMLER

A1 at Brown's.

1951 (Oct.) Daimler Consort saloon, grey, red leather, heater, radio, taxied year, magnificient condition; £495.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available. See our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd., Tel. 2021, Esher, Surrey. [C1100]

Pedigree Cars Offer

1956 Daimler Century Conquest saloon, maroon, 2,000 miles, as brand new; £1,595.

1951 Daimler Consort saloon, chauffeur maintained, radio; £525.-340, Euston Rd., N.W.1. Tel. Euston 7888, 7880. [C3093]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1951 Daimler Consort saloon, fitted all extras, immaculate condition; £625.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

METCALFE & MUNDY, Ltd.

1951 model Daimler Consort saloon, mileage under 20,000, condition as new; £575.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

B. J. HUNTER, Ltd. offer:—

1949 Daimler 18 saloon, beautifully maintained; £450. [C450 Below]

1938 Daimler 18 saloon, one elderly doctor owner, maintained by Daimlers; unrepeatable at £195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

GUY SALMON AUTOMOBILES offer:—

1955 Daimler Conquest saloon, green, green leather, faultlessly maintained by one very careful owner; £1,095.

1954 Daimler Conquest Century saloon, 9,000 miles only, black/fawn leather, a superb example; £1,050. [C4001]

STRATSTONE, Ltd., Daimler distributors.

A wide selection of Daimler cars always available for immediate delivery.

STRATSTONE, Ltd., 40, Berkley St., London, W.1. (Mayfair 4404). [C4022]

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1954 Daimler Conquest; £945.

GUARANTEES, terms, exchanges, distance no object.

1176 1180, Christchurch Rd., Beckenham, Kent. Tel. Southbourne 43344 & 43345. [C4024]

1947 Daimler 2½-litre, in outstanding condition; £380.

COTT, 7/8, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

CAMDEN MOTORS.—Daimler, see selection in special advert., page 47 this issue.

1954 (August) Daimler Conquest saloon, black, loose covers, one owner, 10,000 miles; £1,025.

1951 (July) Daimler Consort saloon, black/brown leather, immaculate condition; £565.

IPOG, Ltd. (Daimlers Purchased), 16, Albemarle St., W.1. Hyde Park 2952-3-4. [C5052]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1956 cars.—Spin, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service. [12275]

1953 (Sept.) Daimler Conquest, one owner, very low mileage, in exceptionally fine condition. £885.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [1070]

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [10667 R]

1953 Daimler Conquest saloon, black, with beige leather upholstery, fitted radio and heater, taxed year: £725.

THE STOUR VALLEY MOTOR CO., Ltd., Stourbridge, T. Worcs. Tel. 3022. [15378]

2550 miles only.—Aug. 1954. Century Daimler, hardly soiled, saloon: £1,185.—24, Combe Rise, Worthing. Findon 2378. [15090]

1938 Daimler D.B.17 (16.2hp) saloon, in superb condition: £265. terms, exchanges.—Newbury Cars, Muwell Hill, N.O. Tudor 3394. [15476]

£435 2½-litre Daimler drop head four-seater coupe, body by Barker, fitted heater, etc., original list price: £2,300.

SPEED MODELS, 54, Warren St., Euston Rd., W.I. S. Euston 2156. After 6. Livingsstone 7777. [14852]

1955 Conquest Century, black and beige, one owner, chauffeur maintained, immaculate: £1,325.—56, Nottingham Place, W.I. Welbeck 0542. [15059]

1955 (June) Daimler Century, green, H.M.V. radio, twin speakers, one owner, 7,000 miles: £1,400 o.n.o.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [15502]

DAIMLER Conquest saloon, October '54, 12,500 miles, dual colour, immaculate condition, one owner: £950.—Hop. 2072. [15443]

1950 2½-litre Hooper Empress, black, immaculate, completely reconditioned by Daimler about 8000 miles ago.—McLean's Garage, Ardrossan 1469. [15095]

1954 Daimler Conquest saloon, radio, heater, low mileage, immaculate: £875.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 5165. [C3095]

1954 model Conquest, moderate mileage, in immaculate condition: £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Surrey. [C4061]

1955 Daimler Century, 5,000 miles, finished green/cream, seat covers as new throughout: £1,295.—Morley, 76, Cambridge Rd., Kingston-on-Thames, Kingston 8885. [C3016]

1952 model Daimler 2½-litre Barker drop head coupe, cream/red, 37,000 miles: £950.—Ivor Beal, Ltd., 35, Scarsdale Villas, Kensington, W.8. West erm 2799. [C114]

1954 Daimler Conquest, black with beige upholstery, 15,000 miles only, in spotless condition throughout: £875.—Carlton Garage, Streatham, S.7. Tel. 7528. [15231]

1954 Daimler Century saloon, blue, with blue interior, 20,000 miles, excellent condition throughout: £985.—Weybridge Automobiles, Ltd., Weybridge 2255.

1955 (September) Daimler Century saloon, black with faint leather, heater, screen washer, etc., 2,000 miles, as new throughout: £1,485.—Robbins, East Putney. Tel. 7881. [C3010]

1954 Daimler Conquest saloon, fitted H.M.V. radio, tubeless tyres, etc., one owner, three months guarantee: £825.—Winchester Motor Co., Ltd., Winchester. Tel. 2321. [C2079]

1953 Conquest, very low mileage, always chauffeur maintained and driven, black, with leather, virtually new: £895.—Gordon, Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 8226. [C2075]

1954 series Daimler Conquest saloon, one owner, excellent, mechanical and running condition, tax paid: £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde Park 9184. [C1065]

225 ins.—Daimler, 1939, 2½-litre saloon, sliding head, leather, preselector, I.F.S., excellent condition; terms, exchanges, list; open 9-7 week-days and Saturday, R. and J. Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

DAIMLER (1953, June) Conquest, 24,000 miles, extremely good, order and condition, dark beige, equipped with radio, heater, etc.: £825. nearest Simmons, 12, Rex Place, South St., W.I. Grosvenor 1188.

1938 Daimler D.B.17 sports saloon, 15hp, immaculate condition throughout, two owners since new, small mileage, many extras: £515; H.P. terms and exchanges.—5, Summerland Gdns., Muswell Hill, N.O. Tudor 8073/Fitzroy 0293. [C2095]

DAIMLER Straight 8 sportsman saloon, in black with D-excellent chrome, twin spotlights, twin Windtunes, engine completely overhauled 2,600 miles back, also brakes, new rear axle, very good tyres and paintwork: £225 or terms.—Automo, Ltd., Hampstead 3450. [C3082]

1954 (Nov.) Daimler Century 4-seater drop head coupe, black, 3,000 miles, £1,000. terms, deferred, one owner, today's cost: £2,041; realistic value at £1,375; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

Daimler Cars Wanted

R OYLAND SMITH'S, the car buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

A LMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

CASH immediately for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.I. Tel. Lougham 0012. [W2003]

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. [0156/R]

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [10688]

A LLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4. [0160]

A RCT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R]

DAIMLER and Lanchester repairs, spares, gear boxes etc.; speciality: reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.3. Reliance 1647. [01665/R]

DARRACQ

1938 Darracq, recently converted with overhauled 2½-litre engine, Barker refitted, etc.: £220 or near offer.—Sidlesham Motor Works, Dyer's Corner, Sidlesham, Sussex. Sid. 591. [15189]

DELAGE

1938 model Delage D.6-70 saloon, re-sprayed black, good condition throughout: £375.

TORY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2758/2900. [C5095]

DELAHEY

1949 Show model type 135 M Pennock drop head coupe, immaculate condition throughout, excellent mechanically, Cotal gear box: £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]

DELLOW

1952 Mk. II Dellow, unrefined, good condition, extras: £320.—C. Holden, Willows, Lockfield, Suffolk. [5249]

DE SOTO

SIMPSON'S MOTORS.—See under American Cars; full list. [C4010]

De Soto Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American De Soto buyers: outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [W4015]

D.K.W.

REUILLY D.K.W. cabriolet, in the most magnificent powder blue and grey finish, grey hood and grey interior retrim; 6 months' guarantee on this really beautiful motor car.

B & M. GARAGES, Ltd., for D.K.W. cars, German D.K.W. spares; terms, exchanges, for new Ford cars.—42a, St. Michael St., Paddington, W.2. Pad. 6277. [0016/E]

DODGE

SIMPSON'S MOTORS.—See under American Cars; full list. [C4010]

1954 Dodge Kingsway, radio, 5,000 miles: £1,475. Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4958. [C4028]

Dodge Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Dodge buyers: outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [W4015]

FIAT

W M

1955 Fiat 1100 saloon, duo grey, mileage 5,000, identical to brand new: £695.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. [Near Baker St. Station]. Welbeck 1138. [C4049]

H. C. PAUL, Ltd.

1955 Fiat 1100 TV saloon, 2-tone black and plum, mileage 6,000, immaculate throughout: £325.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0622. [C5040]

J. DAVY, Ltd., Fiat distributor.

1955 (Nov.) Fiat 1100 saloon, one owner, 2,000 miles, virtually a new continental car at command: £775.

1956 (March) Fiat 600c, one owner, 700 miles, a brand new car at a saving of approximately £50. 54 mpg: £575.

180—184, Kensington High St., W.8. (Wes. 7181); 215, Brompton Rd., S.W.3 (Kml. 4215). [C1068]

1956 Fiat 600, light green, 600 miles only: £595. The ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C1069]

MAIFAIR GARAGES, Ltd., offer immediate delivery model 600, all colours.—Below.

MAIFAIR GARAGES, Ltd., Fiat 1955 600 saloon, dark blue, heater, virtually as new. Belvedere 5253.

MAIFAIR GARAGES, Ltd.—Fiat 1955 600 saloon, small mileage, almost new condition, guaranteed: £535.—Below.

MAIFAIR GARAGES, Ltd.—Fiat 1953 as above only coachbuilt body: £445.—Below.

MAIFAIR GARAGES, Ltd.—Fiat 1955 full 4-seater convertible saloon, smart car in condition: £175.—Below.

MAIFAIR GARAGES, Ltd.—Fiat, good selection pre-war 500 coupes: from £145.—Below.

MAIFAIR GARAGES, Ltd.—Literature on request.—Below.

MAIFAIR GARAGES, Ltd., Fiat West End Showroom, Balderton St. (opp. Selfridges clock), W.1. Mayfair 5104-5. Open 9-6. Sat. 9-1. [C3009]

C. V. RUSHMER AUTOMOBILES, official Fiat agents, offer the following:—

1956 1100 TV, 2,000 miles, one owner, showroom condition: £65 extras, cos. at £120. [C1069]

1956 1100 TV, 5,000 miles, one owner, condition: £65. [C1069]

1956 1100 saloon, low mileage, showroom condition: £497; post-war 500b ohv convertible, registered 1954, recon. engine, £300.

The above are guaranteed.—45c, Holland Park Mews, W.11. Park 5731. [C3061]

FIAT

£110—Fiat 500 convertible, ex-titled ownership: 2142/5.

S & S MOTORS.—1939 500cc. special Serie head, 70mph, recharged two-tone blue, loose covers, many extras: £225.

S & S MOTORS.—1939 500cc. 4-seater, reconditioned engine excellent condition: £220, choice of 3.

S & S MOTORS.—1939 11,000cc. drop head, new body, leather upholstery, £125.

S & S MOTORS.—1939 11,000cc. pillarless saloon with cabriolet roof, beautiful car: £265.

S & S MOTORS have several other 500s from £125.

All above at 18, Leinster Terrace, W.2. [C4090]

FIAT 1100 TV (reg. 1946), reconditioned engine, leather upholstery, perfect order: £200 o.n.o.

Kensington 7112. [C4091]

ONly Fiat 600, delivery mileage, unused, £200. Tel. 69154 & 64367. [C5304]

FOR a good used Fiat, specialized tuning and spares try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Cheetham. Tel. 3814-6. [C5378]

1955 model 1100 TV, 10,000 miles, radio, special finish Show model, as new: £225.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmsbridge 2252. [C10681]

1956 Fiat 600 saloon, very carefully used, mileage 4,000, price £25; exchanges.—Vintage Engineering, Finsbury Park. Tel. 3814-6. [C4082]

1956 Fiat 1100 saloon, 400 miles, heater, seats sprays as new, approx. £100 under list: £775. terms, exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Belgrave 3711. [C5045]

1955 Fiat 1100 TV saloon, finished black and plum with grey upholstery, in exceptional condition throughout, fitted radio, loose covers, twin spots and reversing light, 13,000 miles: £280.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23125. [C6000]

Fiat Cars Wanted

R OYLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [C4018/R]

S & S MOTORS invite all clients to visit our new stores: London's largest Fiat stockists, at 18, Leinster Terr., W.2. Tel. 6174. [C1045/R]

FOR specialised Fiat service, expert tuning and spares try Walker & Ward, Ltd., Fiat Distributors, Warwick Place, Ch. Itchen. Tel. 3814-6. [C4080]

Fiat genuine spares from Fiat (England), Ltd., Watford Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [C099/R]

O-50 18secs with your 600 fitted high performance cylinder head by Rudds, 41, High St., Worthing; leaflet by return: £14.10 on exchange or fitted while you wait; Fiat 600 turbo discs £6/10 set. [C4095]

FORD ANGLIA

A 1 at Browns.

1954 Ford Anglia, carefully used, in magnificient condition: £470.

W-J. BROWNS, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

NEWNHAMS, Ltd.

1956 Ford Anglia saloon, low mileage: £525.

1956 Ford Anglia saloon, 25-35 miles: £525. [C3024]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C6099/R]

1954 Ford Anglia, condition: what offers?—Box 1561. [C5228]

1955 (May) Anglia, export model, 4,000 miles: £525.—Cooper, Extension 75, Victoria 3900. [C10472]

1955 Anglia saloon, grey export model, guaranteed, only 3,100 miles: £545.—Campbell Symonds, Wembley 6262. [C1037]

1955 (Oct.) Anglia, export model, guaranteed, 2,500 miles only, as new: £540.—25, Greenways, Chelmsford, Essex. [C5232]

1956 model Anglia, Dorchester grey with red interior, fitted heater, taxed year, genuine 3,000 miles: £555.—Putney 2770. [C3089]

1955 (December) Ford Anglia de luxe saloon, black, fitted heater, 1,800 miles only since new: £545.—Hale Motors, Ltd., Tel. 7771 (4 lines). [C2077]

1955 Anglia, black, 7,000, privately owned, spotless: £510.—Woodhouse, 16, Kings Gate, Hove 5964. [C4098]

1947 Ford Anglia, new engine, clutch and tyres: £265. terms and exchanges.—Ravensbourne 2391. [C5492]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ANGLIA

£459—1954 Ford Anglia, low mileage, immaculate. G.P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yds. Clapham South Tube). Batt. 3107. [C2024]

1953 Ford Anglia, choice of 5 from £255; hire purchase and part exchanges welcomed. Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 32035.

1955 Anglia saloon, heater, low mileage, guaranteed; £495; terms and exchanges—Palmer's, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034]

1956 Anglia de luxe saloon, 1,700 miles only, as new throughout; £555; terms, exchanges—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C5045]

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, low mileage, heater, choice several from £479; 1954, £459; 1953, £319; 1949, £269—Stockwell Rd., S.W.9. Brixton 6251.

WALTER SCOTT, Ltd., offer 1955 Anglia, black, weather, screen washers, low mileage, as new, one owner; £495—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. [C4006]

FORD Anglia, 1955, Dorchester grey, mileage 10,500, one owner, wing mirrors, Tygan plaid seat covers, perfect car; £455 o.n.o.—Apply, Rose, "Brookside," Stagden Rd., Bromham, Beds. (Oakley (Bedford) 494). [C3535]

295—Ford Anglia 1951 saloon, one owner, excellent condition; choice of 3 Anglias; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Ham 6041. [C4018]

1951 series Ford Anglia saloon, as new, recorded engine: £275; another £265. Enquiries welcome for terms and exchanges—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059]

Ford Anglia Cars Wanted
WHY accept less for your Ford Anglia 1954-55 when you can get full market value from:
FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [W2008]

A LMOST new Anglia required immediately—Morley, A 76, Cambridge Rd., Kingston. Kingston 8882. [W106/R]

R OWLAND SMITH'S, the car buyers—Highest cash prices for Ford Anglia cars—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Anglia cars—Used Car Dept., Hyde Park 4070. [W1066]

FORD (6 h.p.)

125—Ford 6 1956 de luxe saloon, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Ham 6041. [C4018]

Ford Eight Cars Wanted

R OWLAND SMITH'S, the car buyers—Highest cash prices for Ford 8—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD POPULAR

W W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 Popular saloon, sunbeam blue with fine leather upholstery, parcel shelf, tractors, twin windscreen wipers, twin rear lights, chrome bumpers, low mileage, one owner, excellent condition; £325; our hire purchase terms are now 5% for 12 months.

W W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

ALLAN TAYLOR (MOTORS), Ltd., offer:

1954 (late) Popular, colour fawn, many extras, taxed; £340. [C3539]

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [C3539]

1954 Popular, black, one owner; £315.

T HONSOLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 6727-81. [C3096]

1954 Ford Popular saloon, black, heater, indicator, £345—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2072]

1954 Ford Popular saloon, grey, 7,000 miles, fitted tractors, spotlight, parcel tray, immaculate; £325. [C1095]

S. CURRIE & Co., Ltd., 105, Westbourne Grove, R. Baywater, W.2. Baywater 0065. [C1095]

1954 Popular, 10,000 miles, black, extras, one owner; £335 or offers; cash or terms—£335. [C3539]

£295—1954 series, 1 owner, wireless; terms, exchanges—Lockhart's Service Depot, Dunstable. Tel. 114. [C5479]

1956 Popular, blue with grey interior, works mileage; £410—Jock Smith, 23, Bruton Place, W.L. Mayfair 0681-2. [C4082]

1954 Ford Popular, excellent condition; £335. [C2055]

L GRIE ELLIS, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

1955 Ford Popular, green, 7,000 miles; £375 o.m.o. A. H. Tunstall, Ltd., Markham Moor, Retford, Notts. Tuxford 215. [C5372]

1954 Model Popular saloon, magnificent, guaranteed; £280; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1518. [C4078]

1955 Popular, black, used, extras, truly immaculate; £237. H. Saunders, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1954 Ford Popular, one owner, immaculate, guaranteed; £235—Russell Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C471]

1954 saloon, black, 15,000 miles, exceptional throughout; £355—Davidson Motors, Ltd., 273, London Rd., Staines. Staines 4211-5. [C1080]

FORD POPULAR

1955 Ford Popular, 12,000 miles, black saloon, red leather upholstery, as new; £355; terms and exchanges—Ravensbourne 2391. [C5491]

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloon, 2,000 miles, extras; £339; 1954, low mileage, choice several; £329; 1953, £299—237, Brixton Hill, S.W.2. Tel. 3664-5. [C3068/1]

1953 Ford Popular saloon, blue, one owner, extras, converted for disabled driver with 10% leg disability; very clean, an inspection invited over 3 months guarantee; £325—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

1954 Popular, fawn, 2,000 miles, extras, fawn/red tractors, loose covers, one owner, spare unopened; choice of 5 terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

295—Ford Popular, fawn, fawn/red, fawn/red tractors, loose covers, one owner, spare unopened; choice of 5 terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 Ford Popular, fawn, taxed and insured ready to drive away; exchanges welcomed; any car accepted as whole or part payment; terms over 3 months; tax and insurance included in terms—Perry & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tel. 3664/5. [C3068]

Ford Popular Cars Wanted
R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Popular—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Popular cars—Used Car Dept., Hyde Park 4070. [W1066]

FORD PREFECT

W W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
1954 Prefect saloon, black with blue leather upholstery, stereo, heater, fog lamp, very good condition; £495; our hire purchase terms are now 5% for 12 months.

W W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown's.

1955 (New) Ford Prefect saloon, black, red leather, heater, many extras, 4,000 miles only, indistinguishable new; £565 secures. [C3539]

W J BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

NEWNHAMS, Ltd.

1956 Ford Consul saloon, low mileage, immaculate; £550. [C3024]

W J BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

A1 at Browns.

1954 model Ford Consul saloon, black and red leather, host of extras including heater, radio, Whitewall tyres, Ace discs, rear sun blind, sun visor, triple tractors, reversing lights, Windstone horns, link mats, etc., and many, many instruments too numerous to mention, taxed year; a unique opportunity to secure this fabulous car at £595.

W J BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025/1]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1955 Ford Consul saloon, Dorchester grey with red leather upholstery, radio and heater, genuine low mileage, a specimen car; £625.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.8. Maid's Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

PEDIGREE CARS offer:—

1954 Ford head coupe 1954 Consul, black, red leather, overdrive, whitewalls, 14,600 miles, a most immaculate one-owner car; £625—540-2, Euston Rd., N.W.1. Euston 7869. [C3063]

GLENFIELD LAWRENCE offer:—

1955 Ford Consul, black, red leather, heater, etc., low mileage; £565—407, High Rd., N.12. Finchley 0091. [C2053]

ALEXANDER LAYSTALL, high-power conversions for Consul.

A MAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

WOOD & LAMBERT, Ltd., main dealers.

1955 Consul saloon, black with red interior and heater, most attractive; £565. [C4093]

49, Stamford Hill, N.16. (Sta. 3434). [C4093]

1953 (model) Ford Consul saloon, heater; £485. A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 5185. [C3035]

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, low mileage, heater; £598; 1953, heater, radio, 2479—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

1953 (Oct.) heater, leather, fawn, beautiful convertible—Box 1591. [C3591]

1953 (Dec. 1952) Ford Consul saloon, one owner, 25,000 miles, heater, taxed December; £475—Tideway 2908. [C3084]

1955 (Sept.) Consul, de luxe, 3,000 miles only, indistinguishable from new; £675—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. [C3006]

1955 Consul, saloon, heater, guaranteed; £550, terms and exchanges—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034]

Ford Prefect Cars Wanted

A LMOST new Prefect required immediately—Morley, 76, Cambridge Rd., Kingston. Kingston 8882. [C3016/R]

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Prefect—Hampstead (Tube), N.W.3. Ham. 6041. [C3018/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Prefect cars—Used Car Dept., Hyde Park 4070. [C1066]

FORD (10 h.p.)

FORD 10, 1952, new tyres, spotlight, covers, taxed, recently overhauled, good condition; £140—Lee Green 3834. 115, Kidbrooke Park Rd. [C3566]

£150 incl. recon. engine, exc. condition—Dobie Theodore, Ivy Hatch, nr. Sevenoaks, Kent. [C5101]

Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1019/R]

R OWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10—Hampstead (Tube), N.W.3. Ham. 6041. [C3018/R]

FORD SQUIRE

GUY SALMON AUTOMOBILES offer:—

1956 (series) Ford Squire estate car, 700 miles only, absolutely as new in every respect—
2659—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

£5 Ford Squire works mileage, heater; £50 under list price—Kirkwood Cars, 78, Streatham Hill, Tulse Hill 2888. [C2037]

FORD CONSUL

A1 at Brown's.

1954 Ford Consul saloon, black, red leather, overdrive, riders, Windstone horn, carpeted in green and maintained in superb condition, in every way—
W. J. BROWN, Ltd., Ford Distributors for 30 years, 359, Finchley Rd., N.W.3. Ham. 2284. [C1025]

NEWNHAMS, Ltd.

1956 Ford Consul saloon, low mileage, immaculate; £550. [C3024]

1956 Ford Consul saloon, low mileage, immaculate; £550. [C3024]

1954 Ford Consul saloon, black with red interior and leather, whitewalls, 14,600 miles, a most immaculate one-owner car; £625—540-2, Euston Rd., N.W.1. Euston 7869. [C3063]

ALEXANDER LAYSTALL, high-power conversions for Consul.

A MAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

WOOD & LAMBERT, Ltd., main dealers.

1955 Consul saloon, black with red interior and heater, most attractive; £565. [C4093]

49, Stamford Hill, N.16. (Sta. 3434). [C4093]

1953 (model) Ford Consul saloon, heater; £485. A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 5185. [C3035]

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, low mileage, heater; £598; 1953, heater, radio, 2479—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

1953 (Oct.) heater, leather, fawn, beautiful convertible—Box 1591. [C3591]

1953 (Dec. 1952) Ford Consul saloon, one owner, 25,000 miles, heater, taxed December; £475—Tideway 2908. [C3084]

1955 (Sept.) Consul, de luxe, 3,000 miles only, indistinguishable from new; £675—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. [C3006]

1955 Consul, saloon, heater, guaranteed; £550, terms and exchanges—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1955 Consul convertible, one owner, every possible extra, low mileage: £715. Terms and exchanges.—Ravensbourne 2391. [5495]

KENTISH & THOMPSON, Ltd.—1953 Ford Consul, black, heater, one owner: £495.—564, Wickham Rd., Croydon. Springspark 3477. [C2947]

1955 Consul convertible, heater, hide, one owner, 10,700 miles: £675; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 2711. [C2065]

1955 (July) Ford Consul saloon, black, leather upholstery, heater, windscreens washers, sun visor, spot light: £575.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077]

WALTER SCOTT, Ltd.—offer 1955 Consul, black, heater, low mileage, unmarked, one owner: £595.—39, College Grove, Hampstead, N.W.5. [C2406]

XXX upholstery, heater, very attractive example, written guarantee: £485; terms, exchanges.—H. F. Edwards, 28-34, Upper St., Epsom, Surrey. Tel. Epsom 5611. [C2003]

1954 Ford Consul convertible, 1954, maroon, maroon whitewall tyres, leather up-holstery, fitted radio, heater, reversing lights and many other extras, unique car, one owner: £625.—Hillwood Motors, Mill Hill (London) 4232. [5176]

Ford Consul Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WANTED, privately, 1954-1955 Consul, in good condition.—Box 1515. [5112]

PRIVATE buyer offers £500 for 1955 Consul.—Hoppers, Rye House, Hertfordshire. Reading. [5243]

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8868. [W3018/R]

FORD Consul buyers—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [W3018]

DAGENHAM MOTORS, Ltd. Ford Main Dealers, wish to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1953 Zephyr 6 saloon, black with red upholstery, heater, twin wing mirrors, windscreen washer, low mileage, very good condition: £495.

1954 Ford Zephyr 6 saloon, Winchester blue with blue upholstery, heater, windscreen washers, cigar lighter, extra lamps, radio: £545.

1953 black with red leather upholstery, heater, twin wing mirrors, low mileage, excellent condition: £540; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

PEDIGREE CARS offer:—

DROP head coupe 1954 Zephyr, black, red leather, heater, whitewalls, 19,000 miles, a most immaculate one-owner car: £695.—340-2, Euston Rd., N.W.1. Euston 7889. [C5305]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

H. A. SAUNDERS, Ltd., offer:—

1955 Zephyr, black, red upholstery, heater: £665.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Ford Zephyr saloon, green with beige upholstery, heater, 16,000 miles: £575.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

PETER BANTON CAR SALES offer:—

1954 Ford Zephyr, convertible, blue, with blue leather, power operated top, fitted heater and radio, small mileage: £695.—104, High Rd., Chiswick 2725, 5870.

WOOD & LAMBERT, Ltd., main dealers.

1954 Zephyr saloon, dark green, leather, heater, 15,000 miles only: £575.

1953 Zephyr saloon, blue, leather, heater, well maintained: £455.

ALEXANDER LAYSTALL, high-power conversions for Ford Zephyr. Tel. 1543.

AMAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddington, Bucks. Tel. 345. [C1094]

1953 Ford Zephyr, green, 20,000 miles, one owner: £550.—Tel. Mountview 9387. [5398]

FORD Zephyr Nov. 1953, excellent condition, leather, heater: £495.—Giffnock 1326. [5160]

1956 Ford Zephyr, finished Dorchester grey, fitted heater under 100 miles, as new: £735.

CARDS, CHARLES, LTD., 56, Bayswater Rd., W.2. Tel. 3440. [C2050]

FORD Zephyr, convertible, power hood, Canterbury green, delivery mileage only; offers.—Box 1579. [5341]

1953 Ford Zephyr saloon, black, one owner, heater: £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

The Autocar

FORD ZEPHYR

ACLAND & TABOR, Ltd., Welwyn Hi-Bypass, Herts. Welwyn 481-2-3, offer:—

1953 model Zephyr saloon, blue, excellent condition: £495; maximum h.p. [C1001]

1955 Zephyr, de luxe, 5,000 miles only, Whitewall tyres: £685.—Selby Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3008]

1955 (November), radio, heater, 7,000 miles, one owner, green/biscuit, immaculate: £665.—Holland Park Autos 142, Holland Park Ave., W.11. Park 2626.

1956 Ford Zephyr saloon, works maintained: £545.—E. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0065. [C2085]

£565!—1954 Ford Zephyr saloon, blue, grey interior, only 12,000 miles, one very careful owner.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

1953 model Ford Zephyr saloon, black, red leather, radio, heater, overdrive, new tyres, spotlights and other extras, first class vehicle: £545.—Hillwood Motors, Mill Hill (London) 4232. [5177]

!!! 5,000 miles only 1953 (September) Zephyr saloon, black and red leather, radio, heater, spare unused, not been used this year, absolutely as a new car: £575.—Murray King, Ltd., Bedford House, 46, Fitzroy St., W.1. London 8416. [5181]

1954 Ford Zephyr, colour green, leather and heater, high compression road, two carburetors. Servals special exhaust system, one owner: £575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

£465!—1952 Ford Zephyr saloon, in the hands of one careful owner since new and used for pleasure week-end motoring only; full de luxe model in leather with built-in heater; extremely good condition through: £465.—Cambridge Motors, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035]

1955 (October) Ford Zephyr convertible with power-operated hood. Maya engine conversion, overdrive, heater, radio, radio, screen washers, mileage 2,700 only, guaranteed: £625.—J. R. Inwards, Ltd., High St., Ruislip, Ruis. 3033-4-5. [C5356]

Ford Zephyr Cars Wanted

LOW mileage Zephyr convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8868. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers, wish to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066]

Ford Zodiac Cars Wanted

LOW mileage Zodiac convertible wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8868. [W3016/R]

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke, Tel. 1650. [C4603]

55 Ford Zodiac saloon, leather, heater, 11,000: £665.—Kirkwood Cars, 78, Streatham Hill, Fulham 1288. [C2037]

55 Ford Zodiac, grey/fawn, heater, works mileage: £665.—Kirkwood Cars, 78, Streatham Hill, Fulham 1288. [C2037]

1956 Zodiac, grey/fawn, heater, works mileage: £665.—800 o.n.o.—70, Ashbourne Rd., Ealing, W.5. Per. 8184. [C1043]

FORD ZODIAC

1956 Ford Zodiac, grey/fawn leather, heater, 600 miles only, one owner, as new, taxed: £645.

JACKSON'S (BASINGSTOKE), Ltd., Wote St., Basingstoke, Tel. 1650. [C4603]

55 Ford Zodiac saloon, leather, heater, 11,000: £665.—Kirkwood Cars, 78, Streatham Hill, Fulham 1288. [C2037]

55 Ford Zodiac, grey/fawn, heater, works mileage: £665.—Kirkwood Cars, 78, Streatham Hill, Fulham 1288. [C2037]

1956 Zodiac, grey/fawn, heater, works mileage: £665.—800 o.n.o.—70, Ashbourne Rd., Ealing, W.5. Per. 8184. [C1043]

Ford Zodiac Cars Wanted

ALMOST new Zodiac required privately for immediate cash.—Reeder, 2, Salmon Rd., Whitley Wood, Reading. [C5368]

FORD (V.8)

JACK BOND offers:—

£285—1951 Pilot, beautiful condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8550. [C4079]

BROOKLANDS: retailers.

NEW Ford V8 Thunderbird on show and for delivery.

BUY or sell with confidence: exchanges

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

G & M ALFREDS, Ltd.—1951 Ford Pilot, radio and heater, above average.—6-7, Warren St., W.1. Euston 3268. [C1005]

1949 Ford Pilot, green, radio, extension speaker, heater, leather upholstery, taxed end year, tyres V.G.: 245x6. Wileman 3008. [S432]

1939 Ford 30hp 91A streamline saloon, excellent runner: £125; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

1950 Pilot, one owner, radio, heater, 34,000 miles, recent overhaul, a lovely car: £225.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex, W.4. [C2037]

1946 Canadian Ford V8 saloon, in immaculate condition throughout and perfect mechanically; 3 months' written guarantee; not ex-Army, but genuine ex-Canada. House 2245.

JOHN SWER MOTORs, 28, Romsey Hill, Hampstead, N.W.3. Tel. Swiss Cottage 2020. [S325]

FORD V.8 Pilot Cars Wanted

TAGA FLORIO, late type model, 140bhp engine, wire wheels, details.—Tel. Notting 63286. [S235]

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE 51 E type, immaculate, terrific performance, low mileage: £575.

CHIPSTEAD MOTORS, Ltd., Fulham Rd., Kensington, London, S.W.3. Paxman 0052/7253/7154. [C1046]

HEALEY Silverstone, late 1950, 27,000 miles, immaculate: £435.—52, Thrale Rd., S.W.16. Streatham 0659. [S474]

J. H. BARTLETT: Healey 1951 Tickford saloon, exceptional condition: £550.—27, Pembridge Villas, W.11. [C1013]

ELLIOTT's saloons, choice of three outstanding examples, 1948 and 1949, from £350, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

1951 Healey Tickford saloon, black, works maintained by fastidious owner, 110,000 miles, genuine, high compression pistons, mint condition: £675.—Dick Henderson, Bull's Head Inn, Shenstone, Staffs. Tel. Shenstone 214. [S301]

Healey Cars Wanted

J. H. BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. [W101]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

TOM GARNER, Ltd., offer:-

1955 Humber Super Snipe Mark IV saloon, black, heater, 14,000 miles; £295.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 3265-6-7. [C2020]

PASS & JOYCE, Ltd., offer:-

1955 Humber Hawk saloon, overdrive, radio, heater, carefully used and maintained, black with red interior, four months' guarantee; £395.
PASS & JOYCE, Ltd., 184-186, Gt. Portland St., W.1.
Museum 1001. [C2039]

GLANFIELD LAWRENCE offer:-

1953 Humber Hawk saloon, in black, heater, etc., originally supplied by us; choice of two, from £365.—407, High Rd., N.12. Finchley 0091. [C2035]

WARWICK WRIGHT, Ltd., offer:-

1953-4 Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater, all low mileages; £395.

1954-5 Humber Hawk Mk. VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages; £2845.

1955 Humber Super Snipe Mark IV saloon, black with red upholstery, radio and heater, 14,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Humber Hawk, in magnificent condition, heater, etc.; black; £635.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 1100. [C1005]

1951 Super Snipe saloon, black, grey leather, VARE MOTORS 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5306. [C4074]

1949 Humber Super Snipe, excellent condition, throughout; bargain; £260.

SCOTT CARS 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 3676/7779. [C4014]

LIMOUSINE 1952, Mark III, leather throughout, private owner, heater, black, excellent; £925.

JACK ALPE LIMOUBINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1103]

HEARS? Brochures available. The new 27hp o.h.v. long-wheelbase Hearsie Chassis.

ALPE AND SAUNDERS (COACHBUILDERS) LTD., Station Approach, Kew Gardens, Richmond, 1161. [C1102]

£275 — Humber Hawk 1.6hp saloon, 1947, black, immaculate; exchanges, h.p.—Kingston 1376.

1953 Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £555.

HUMBER Super Snipe (to-day's price £1,426), less than 300 miles, must sell at very attractive price owing to financial commitments.—Box 1588. [C3037]

CAMDEN MOTORS, the Limousine specialists, offer the following post-war Humber Pullmans, all with their special 6 months' guarantees:

Humber Pullman limousine, 1949, Mk II, black, heater and radio, one owner, recalculated, almost new tyres; £695.

Humber Pullman limousine, 1950, Mk II, in leather, taxed privately, model 1949; £765.

Humber Pullman limousine, 1951, Mk III, black, Ace Rimobiliners, whitewall tyres, electric division, privately owned; £895.

Humber Pullman limousine, 1951, Mk III, heater, radio, leather, 3 owners; £925.

Humber Pullman limousine, 1951, Mk III, leather, hills for major engine overhaul; £1,045.

Humber Pullman limousine, 1952, Mk III, radio, heater, one private owner, genuine annual mileage; £1,095.

Humber Pullman limousine, 1953, Mk IV, ohv, Blue Riband, Whitewalls, materials, £1,495.

Humber Pullman limousine, 1954 (ohv), leather, inter-com, new tubeless tyres; £1,525.

Humber Pullman limousine, 1954, Mk IV, ohv, leather, immaculate car; £1,595.

Humber Pullman limousine, 1954 (sept.), Mk IV, ohv, faultless appearance and mechanical order; £1,605.

CAMDEN MOTORS, The Limousine Specialists, C Leighton Buzzard 2041. Write for special hire car catalogues and illustrated brochure. Showrooms open until 8 p.m.

1953 series (Oct. '52), heater, wing mirror, stop-lamp, a fine road car, much above average condition, carefully restored, recently maintained; £225.

1953 Hawk Mark V saloon, green, buff leather, radio, heater, for lamp, nylon seat covers, trim finishers, one owner; £585.—Box 1464. [C1099]

1953 Humber Super Snipe, black with beige interior, tax paid, 2,000 miles only; £1,075. John Gray, 20, Hermitage Rd., N.W.3. Speewell 1322.

ARCIE SIMONS & Co., Ltd.—1952 Humber Super Snipe saloon, blk/red leather, fitted heater, much above average; £445.—93, Gt. Portland St., W.1. Tel. G4013. [C1013]

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, £1,000. above average condition; £67- Warren St., W.1. Weston 2362. [C1005]

AZ MOTORS offer magnificent 1953 Hawk, golden sand, 19,000 miles, exceptional value in light of condition; £535!—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

1953 only, black, radio, splendid throughout; £695. Davies Motors, Ltd., 273, London Rd., Brixton, S.W.12. [C1080]

1955 Humber Hawk saloon, heater, overdrive, 4,000 miles; £2875. British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5589. [C1027]

HUMBER

HUMBER Super Snipe, 1955 series, first registered Dec. 1955, mileage 250 only, black, fawn; £1,150. Avon Motors (Salisbury), Ltd., Rampart Rd., Salisbury. Tel. 5197. [C1025]

1954 Humber Super Snipe, green with beige interior, fitted radio and heater, 39,000 miles, one owner; £895.—Weybridge Automobiles, Ltd., Weybridge 2233. [C4094]

1950 Humber Super Snipe, grey with grey hide upholstery, one owner, reeon. engine just fitted; guaranteed 3 months; £395.—Glovers Cars, Ltd., 4-6, High Street, Worthing 4943. [C4075]

1954 Humber Super Snipe, hardly 2 years old, £695; identical with 1950 model costing £395, speedometer records 15,000, whole vehicle virtually like brand new, one owner, genuine bargain. [C4093]

LAMBS OF WOOD GREEN (Established 1957); 100 guaranteed cars, exchanges; hire purchase; £421. 423, High Rd., Finchley, Finchley 6222. [C2052]

1951 features Humber Super Snipe de luxe saloon, £1,000. one fastidious owner, mileage 18,000, magnificent condition; £245.—Colin Haines, Ltd., 328, Haldenhurst Rd., Bournemouth. Boscombe 36946. [C4076]

G & M ALFREDS (1936), Ltd.—1951 Humber Imperial, 7-passenger, heater, radio, £1,000. above average condition; £67- Warren St., W.1. Euston 3266. [C1005]

£875—1955 (May) Humber Super Snipe, saloon, black, beige leather, heater, taxed year, one owner; terms—Simms's Motors, 11, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. Cheetham Hill 1224. [C4048]

1956 (February) Humber Super Snipe, latest model, fitted overdrive, heater, twin spots, etc., dual grey with red, 3,000 miles, a virtual brand new car; £1,225.—Morley, 76, Cambridge Rd., Kings ton-on-Thames, Kingston 8885. [C3016]

1955 (July) Humber Super Snipe saloon, black, radio, heater, £1,000. one owner, £1,000. genuine, we supplied and maintained this car since new; £1,050; car too large for late owner. [C4077]

MCKINNON MOTORS Ltd., "Langham House," 3 Court, St. Albans Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

325—Humber Super Snipe 1951 Mark III de luxe saloon, sliding head, leather, radio, heater. Ace Rimobiliners, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

A & S LTD. (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006]

1947 Humber Sedan de ville 7-seater, with electric division coachwork by H. J. Mulliner; ideal hire car; this car is in superb condition through original cost well below £22,000 now offered at £2625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempson, 27, Nightingale Lane, London, S.W.12. Battersea 1151. [C3994]

Number Cars Wanted

ROWLAND SMITH's The Car Buyers.—Highest cash prices for Humber—Hampstead (Tube), N.W.3. Hove 6041. [W4013/R]

ALMOST new Humber required immediately—Morley, 76, Cambridge Rd., Kingston 8885. [W3106/R]

CASH immediately for good Humber.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. Epsom 5611. [W2001]

Humber Spares and Service
THE Humber specialist is for all spares.—Tel. Uplands 3637. Fees advt. under Parts & Accessories. [O3900]

INVICTA

1949 Invicta Black Prince coupe, in excellent condition throughout, just overhauled by us; £495; terms or exchanges.

JOHN BOLTON (AUTO SPARES), Ltd., 158, Cross St., Sale, M.C. Tel. Sale 5688. [C4916]

JAGUAR

S

HENLYS, Ltd.. ENGLAND'S Largest Jaguar Distributors.

SLECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPTOTS at—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 2126).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 307).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

BENTALLS, Ltd. [0027/R]

1950 Jaguar Mark V, black, tan upholstery, heater; £495.—Kingston 1001. [C1095]

JAGUAR

A1

at Brown's.

HPG

1955 (May) XK120 roadster, one owner, 5,084 new pins, cost new, £1,600. genuine, £1,000. exchange, £1,002. terms, exchanges.—Highams Park Garage, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206. Sunday 2031. [C1096]

A1

at Brown's.

1954

Jaguar Mark VII saloon, Borgwarner automatic transmission, grey and red leather, heater, many extras, 21,000 miles only, as brand new; £1,175.

W

J. BROWN, Ltd., 339, Finchley Rd., N.W.3.

SLOCOMES, Ltd.

C1065

1951

XK120, white, carefully cherished one-owner example, heater; £685.

1951

XK120, completely restored pearl grey, radio, heater, twin spots, luggage grid; £680.

1954

XK120 fixed head coupe, white, very rapid transport, numerous mods. include wire wheels, twin exhausts, high lift cans, heavy dampers, one owner; £295; unique guarantee; terms, part exchange, cars or motor cycles—38-52, Dudden Hill 1017. Tel. Willesden 4466. [C1067]

H. C. PAUL, Ltd.

C1068

1955

Jaguar XK120 roadster, dove grey, 2,400 miles; £1,075.—52, Bruton Place, Berkley Sq., W.1. Tel. Mayfair 0881-2. [C3040]

R

RAYMOND WAY.

RAYMOND WAY, East London Branch.

599

—The most exotic Jaguar Mark V drop head coupe in existence, specially prepared for international financier, ivory white with red leather, Ocelot seat cover, H.M.V. radio, heater, Ace mercury discs, new red leather hood, new Michelin X tyres and new Michelin X front and rear tyres, £2,200 deposit, balance 24 months; 6-month written guarantee.

E

ASY hire purchase on the spot with no references, your present car or motor cycle; always a huge selection of post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. [C4909]

H. R. OWEN, Ltd.

C1069

FROM the above cars and comprehensive stock we have chosen the following as example:

1954

Mk. VII 3½-litre saloon fitted with overdrive, low mileage, immaculate condition throughout; £1,250.

W

We are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. OWEN LTD., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]

JACK SMITH offers:-

C1066

1952

(October) Mk. VII, green with green upholstery, fitted radio, loose covers, etc., 21,000 miles, one owner, whole car in excellent condition; £1,175.—Jack Smith, 23, Bruton Place, W.1. Tel. Mayfair 0661-2. [C4082]

G

GEORGE HARTWELL, Ltd.

C1078

1955

(March) Jaguar Mark VII M saloon, overdrive, lavender grey/red, very low mileage, one care-free owner, new condition; £1,265.

GEORGE HARTWELL, Ltd., 35-41, Holdenhurst Rd., Bournemouth 4161. [C2078]

KJ MOTORS, Ltd., offer:-

C1068

1950

Mk. V 2½-litre saloon in blue with red leather and fitted radio, taxed year; £475.

1949

Mk. V 3½-litre saloon, grey with red leather and fitted heater and radio, taxed year; £445.

W

INWOOD MORE, Ltd., Bromley, Kent. Tel. 3456. [C1068]

G

GREAT WESTERN MOTORS.

C1068

OFFICIALLY appointed Jaguar dealers.

1955

Mk. VII M, black, red hide, fitted overdrive and radio; £1,250.

1955

Mk. VII M, beige, grey hide, overdrive, one owner; £1,150.

1953

Mk. VII, black, red hide, loose covers, an £1,250.

1952

Mk. VII, dual hide, grey hide, radio, in excellent condition; £695.

1950

Mk. V, Jaguar, green/green hide; £465.

1949

Mk. V, grey, grey hide, recent re-bore; £415.

THE

above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee. 4-6-8, Bishopshill Rd., W.2. Ambassador 1061. [C2069]

JAGUAR L.H.D. 3½-litre Mk. V.

C1068

1951

(Nov. '52 U.K.), one owner, H.M.V. radio, excellent tyres all round, a one-owner example of this deservedly popular model; £425.

J. DAVY, Ltd., 180/184, Kensington High St., W.8. Tel. Wes. 7181-313. Brompton Rd., S.W.1. Tel. 4215. [C1069]

H. BEART & Co., Ltd., offer:-

C1068

1954

Jaguar Mark VII saloon, fitted Michelin X tyres, perfectly maintained by one owner since new, £1,250.

1952

Jaguar Mark VII saloon, black with tan upholstery, fitted radio, excellent value; £695.

1950

Jaguar Mark V saloon, finished black, tan upholstery, fitted radio, loose seat covers, etc.; a superb example of this fine model; outstanding value; £525.

OCT.

1952 Jaguar Mark VII, black, one owner; £625.

C1068

BEARTS OF KINGSTON, Jaguar specialists: sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

C1068

BEARTS OF KINGSTON, Jaguar specialists: sales,

spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

C1068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

ROSE & YOUNG, Ltd., offer:—

1955 Jaguar Mark VII saloon, automatic transmission, low mileage, immaculate, fitted radio, battleship green with red leather, £2,445.

1952 maculat example, duo-colour: £665—£55.

1955 Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

PERFORMANCE CARS, Ltd., offer

JAGUAR XK120 drop head coupe, wire wheels, heater, extra grey and red, £254. [C3057]

JAGUAR Mark VII saloon, one owner, 1953, £745.

JAGUAR 3-litre d/h coupe, 1948: £335.

JAGUAR Mark V drop head foursome, 1951, £555.

JAGUAR Mark V sports saloon, 1949, £395.

SEE our list under Sports Cars.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

HENLYS, Ltd., Jaguar Service Station.

1956 XK140 f.h. coupe with overdrive, birch grey, red leather, radio: £1,255.

1955 Mark VII saloon, overdrive, birch grey, red leather: £1,345.

Mark VII saloon, Borg-Warner automatic gears, B.R. green/black: £1,295.

XK120 f.h. coupe, B.R. green: £1,045.

Mark VII saloon, black, brown leather: £995.

Mark VII saloon, black, tan leather: £945.

Mark VII saloon, black, tan leather, radio: £975.

Mark VII saloon, gun-metal grey: £795.

Mark VII saloon, black, red leather: £765.

HENLYS, Ltd., Great West Rd., Brentford, Middx. Ealing 5477. [C3046]

CHIPSTEAD MOTORS, Ltd., offer:—

XK120 1951, green, highly modified and reputed one of the fastest in the country, two owners, low mileage: £645.

XK120 1951, silver and red, specimen car, extra: £645.

XK140 1955, hard top, maroon/beige, overdrive, radio, heater, etc.: £1,475.

MARK VIII 1952 series radio, heater, black/tan, low M mileage, beautifully maintained: £875.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7154. [C1046/1]

DUNCAN HAMILTON & Co. offer:—

1955 Jaguar XK140 fixed head coupe, 7,000 miles, grey with biscuit interior, absolutely faultless throughout; choice of 2, from £1,465.

1954 Jaguar Mark VII saloon, black with red leather, interior, fitted overdrive, new Michelin Winterwall tyres just fitted, one owner, carefully maintained: £925.

1952 Jaguar XK120, 30,000 miles, loose covers, etc., modified engine, twin exhaust, one owner.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1081]

BRADSTOCK MOTORS (EPSOM) offer:—

1952 Jaguar XK120, fully modified, blue with beige leather, a very fast and excellent example: £595.

C TYPE XK120, fully checked over in our workshops and resprayed B.R.G., a very fast example in excellent condition: £1,035. Chase Rd., Epsom 0266. [C1090]

HENLYS offer with 4 months' guarantee:—

1956 model Jaguar Mark VII type M saloon with Borg-Warner automatic transmission, battleship grey with red interior: £1,695.

1956 model Jaguar XK140 fixed head coupe, overdrive, radio, birch grey with red interior: £1,525.

1955 Jaguar Mark VII type M saloon, overdrive, birch grey with red interior: £1,345.

Jaguar XK120 fixed head coupe, British racing green with red interior: £1,045.

1952 Jaguar Mark VII saloon, black with red interior: £675.

1951 Jaguar Mark V 3½-litre saloon, radio, loose covers, 2-tone blue with beige interior: £595.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Guilver 5721. [C3056]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1955 XK140 3-str. sports, finished in white with red and biscuit upholstery, 15,000 miles only from new, absolutely as new in every respect: £1,425. [C2070]

222, Kensington High St., W.14. Western 0207. [C1086]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR Mark VII, black/red upholstery, heater, overdrive, etc., one-owner car, 21,000 miles, spotless condition: £995.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-921. [C1057]

CHARLES FOLLET, Ltd., Official Jaguar Agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsley Yard, off Elgin St., W.9. Cunningham 5936. [C2010]

£585!!!—1951/2 Jaguar Mark V convertible, rare and beautiful condition, only one owner, £995.

£475!!!—1950 Jaguar Mark V de luxe saloon, one owner, beautiful condition, choice 3.

£425!!!—1948 Jaguar 1½, not an ordinary one, but absolutely outstanding condition, the finest we have had: £1,045.

£335!!!—1948 Jaguar 3½ de luxe saloon, tremendous value, looks worth £500.

£265!!!—1939 Jaguar 3½ convertible, beautiful car, looks like post war model.

LAMBS OF WOOD GREEN (Established 1897): 100, 421, High Rd., Finchley. Finchley 6222. [C2052]

JAGUAR

1951 Jaguar XK120, white, fitted radio, heater: £665. [C3055]

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3059]

1951 Jaguar Mk. V saloon, birch grey with grey leather, most carefully maintained model: £550. [C3050]

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dec. 4507. [C3082]

1955 (January) Mark VII saloon, black, red leather, overdrive, 16,000 miles, one owner: £1,245. [C3083]

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

1952 Jaguar Mark VII saloon, black, £695. [C1049]

1951 Jaguar Mark VII saloon, black, £695. [C1050]

1954 series Mk. VII, low mileage, immaculate: £895. [C3085]

TOWLTHORPE MOTORS, Ltd., 10, King's Rd., Kingston By-Pass, Tolworth. Elmsbridge 2254. [C4081]

1949 Jaguar Mk. VII saloon, blue, late 1953: £750. [C3086]

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dec. 4507. [C3082]

1955 (July) Mark VII saloon, suede green, with radio, heater, extra spare wheel and six tyres: £1,045. [C3083]

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

1952 Jaguar Mark VII saloon, black, £695. [C1049]

1951 Jaguar Mark VII saloon, black, £695. [C1050]

1954 series Mk. VII, low mileage, immaculate: £895. [C3085]

TOWLTHORPE MOTORS, Ltd., 10, King's Rd., Kingston By-Pass, Tolworth. Elmsbridge 2254. [C4081]

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TOWLTHORPE MOTORS, Ltd., 10, King's Rd., Kingston By-Pass, Tolworth. Elmsbridge 2254. [C

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Services

LANCASHIRE specialized sales repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 Jowett 1½-litre, largest stocks, lowest prices; logo, price 1½-litre, largest stocks, lowest prices; exchange plain engine, gear box, clutch, etc. noted for all American spares.—331-3, High Rd., Chiswick, London, W.4. Ch. 1919-6850. [0355/R]

JEEPS, private or commercial, all spares.—F.W.D. Motors, Ltd. (Gate Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. [0820/R]

£120 buys a special bargain—See Metamot, famous in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0661/R]

Jeeps Wanted

WANTED, genuine Jeep winch and trailer in good condition.—10 West Rd., Southport. Tel. 67365. [0401/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

JENSEN

BROOKLANDS: wholesale and retail.

NEW Jensen Interceptor Cabriolet, de luxe.

NEW Jensen 541, for demonstrations and delivery.

1954 Jensen Interceptor sports saloon.

CARS purchased for cash; exchanges.

103. New Bond St., London, W.1. Mayfair 8351. [IC1029]

MICHAEL CHRISTIE MOTORS, wholesale and retail; demonstrations always available; immediate delivery of 541 and Interceptor.

1953 Jensen Interceptor close coupled saloon, steel grey, red hide, heater, overdrive, rev. counter, concealed spare, one owner, 24,000 miles only, £1,150 m.p.h. at 2,000 r.p.m.; present list £2,700, accept £1,150.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727. [C1094]

JOWETT

WM WELBECK MOTORS for Jowetts.

1953 Jowett Javelin de luxe, black with brown hide, very good driver, indeed. H.M.V. radio, twin drive lamps, whole car in quite exceptional condition; £650.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station). Welbeck 1139. [C4049]

A1 at Brown's.

1951 (Oct.) Jowett Javelin de luxe saloon, grey and red leather, well kept and sound throughout. £425.—W.H. Brown, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnerfields Lane, Harrow. Tel. 6225-6. [0913/R]

1950 Jowett Javelin saloon de luxe, black, brown leather; £365.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. V. Mountview 9038 and 5306. [C4074]

1952 Javelin de luxe, metallic beige; £400.—Bunting's Motor Exchange, Harrow 6225/6. [C518]

1952 Javelin de luxe, steel grey, red leather, new bearings just fitted, excellent throughout; £435.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford. Tel. 67227/8. [C3099]

1953 Javelin de luxe, metallic grey, radio, as brand new; £255.—Bunting's Motor Exchange, Harrow 6225/6. [C519]

ANTHONY CROOK.—1951, in excellent condition, special ally recommended; £395.—High St., Esher, Surrey. Tel. 4580. [C1063]

1953 Jowett Javelin de luxe, one owner, excellent motor; terms, exchanges.—Central Garage, Clipstone, Mansfield. Tel. Mansfield 1253. [C4049]

1951 Javelin D.L., one owner, 45,000 miles; £335 o.n.o.; part exchange £30 utility or buy.—Leitchworth (Warks) 331 (day). Box 1544. [C5155]

1952 Javelin de luxe, dark green, series III engine, 15,000 miles, camel seat covers, for lamp, windscreen washer, superb order; £495.—Box 1545. [C5149]

1952 model Javelin, first-class condition throughout and fitted reconditioned engine, taxed to end of year; £300 o.n.o.—289, Aberdeen Ave., Trading Estate, Slough, Bucks. Tel. Slough 23709. [C460]

£495 Jowett Javelin, 1952, one owner, heater, really magnificent throughout, cost over £1,000; many others.—Benmotors, 1, Olarendon Rd., W.11. (150 yds. Holland Park Tube.) Park 5066-7. [C5107]

JOWETT Jupiter Mark 1A, August, 1954, ivory and red leather, loose seat covers, radio and heater, underseated, one owner, 9,800 miles; £625.—Imperial Motors (Cricklewood), Ltd., 12, The Broadway, N.W.2. Gladstone 7921. [C5202]

Jowett Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Jowett Cars Wanted

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins. [W4049]

Jowett Spares and Services

JOWETT CARS, Ltd.

S PARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Horley, Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley.

F. FAIRMAN & SONS, Ltd., East Surrey distributors. COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0661/R]

G. W. WILKIN, Ltd., for Jowett spares and service. 1, Weston Park, Kingston, Kinn. 2241. [C4063]

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Copse St., Birmingham, 18. Edg. 0916. [0548]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnerfields Lane, Harrow. Tel. 6225-6. [C073/R]

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.1. Tel. 9761. [C4064]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.J. Tot. 1906/555. [0504/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists; comprehensive stock of spares, 1930-1945 models; over 30 years' Jowett experience. [0759/R]

GODREYS, Ltd.—Spares and service for Jowett and Bradford; complete repair; 220, 234, London Rd., Croydon (Croy. 3641-2). Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0483/R]

LAGONDA

HW MOTORS, Ltd., off.—

1954 Series Lagonda Tickford 3-litre d. h. coupe, 5½-litre d. blue/red uphol., fitted Servo brakes, centre gear change, radio, chrome wheels, many other extras; £2,195.

BRIDGE Motor Works, Walton-on-Thames 2404-5-6. [C5116]

METCALFE & MUNDY, Ltd.

1950 Lagonda saloon, maroon, a really specimen car; £695.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

BROOKLANDS: wholesale and retail.

NEW Lagonda 3-litre Tickford saloon and coupe.

1955 Lagonda 3-litre 2-door Tickford saloon, radio.

1954 Lagonda 3-litre 2-door Tickford saloon.

1953 Lagonda 2.6-litre Mark II 4-door saloon.

1952 Lagonda 2.6-litre 4-door saloon.

1951 New Bond St., London, W.1. Mayfair 8351. [C1029]

1937 Lagonda 4½-litre four door fourseats; £275. [C5202]

1938 V12 short chassis sports saloon, new tyres tested, good condition; £295.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

1951 model 2.6 Lagonda foursome drop head coupe; £275.

1950 model radio; £75.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Ambleside 8266. [C2033]

1954 Lagonda 3-litre Tickford saloon, perfect condition, centre gear; London; £1,950.—Box 1564. [C5201]

1950 Lagonda 2½-litre saloon, serviced at London; 46,000 miles, really excellent condition; £625.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Tel. 6861. [C4126]

1952 Lancia Aurelia Gran Turismo Farina 2-door drop head, excellent cond. Mich. X. 250-1. T. P. Green, Ltd., 1416, High Rd., Whetstone, N.W.3. Hill 7741. [C4070]

1955 series Lancia Appia 4-door pillarless saloon, can be seen and tried at

L ANCIA (ENGLAND), Ltd., 372, Ealing Rd., Alerton. Tel. Perivale 5656. [C231/R]

CASSI'S MOTOR MART.—1938 Lancia Aprilia 13hp pillarless saloon, metallic blue; £275.—Warren 211. [C1046]

L ANCIA Astura 1939 Farina pillarless saloon, in excellent condition throughout; £395; exchanges and terms.—Ravensbourne 2391. [S483]

1955 Lancia Gran Turismo, special interior leather seat modification; £2,150.—Maybury Hill 2277-8. [C4057]

CURRENT model Lancia Spyder, 2,000 miles; £2,500.

Lancia Appia, grey; £1,095.

model Lancia Aurelia pillarless saloon; £975. Jon Thompson (Motors), Ltd., 31-5, Fulham Rd., South Kensington, S.W.3. Ken. 4886. [C4028]

1936 (December) Lancia Augusta de luxe saloon; £215.

1938 Lancia Aprilia saloon, black; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. River-side 6877-8. [C2043]

1955 series Lancia Appia 4-door pillarless saloon, can be seen and tried at

L ANCIA (ENGLAND), Ltd., 372, Ealing Rd., Alerton. Tel. Perivale 5656. [C231/R]

1955 Lancia Gran Turismo, special interior leather seat modification; £2,295.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Tel. 6861. [C4126]

1952 Lancia Aurelia Gran Turismo Farina 2-door drop head, excellent cond. Mich. X. 250-1. T. P. Green, Ltd., 1416, High Rd., Whetstone, N.W.3. Hill 7741. [C4070]

1952 PRILLA, 1937, metallic silver, recent extensive overhauls (bills shown), loose seat and door covers, extra body; excellent, superb example; £350.—Ken. W. Pain, 1, Wilton Rd., Carshalton, Surrey. [S5100]

295—Lancia Aprilia 1938 2/4-seater. Farina sports convertible, blue and silver, PVC hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). Hampstead 6041. [C4018]

1938 Lancia Aprilia finished grey metallic, blue special Michelin wheels, Marchal lamps, heater, well maintained; specimen; £325.—Joseph Chadwick & Sons, Ltd., Horley, Hasel Wood, Warrington. Tel. Warrington 1400. [C5018]

1951—1937 Lancia Aprilia 12.5hp 4-door pillarless saloon, very pretty-looking car with striking Continental lines and top performance; this model is renowned for the quality of the ride it gives and has many advanced features over the usual run of 1937 cars; extensive mechanical work has been carried out on this particular car.

CAMDEN MOTORS, 28, Swiss Cottage 2020. [C1023]

Lancia Cars Wanted

ALL models required.—R. J. Searle, 25, Church St., Hampton. Tel. Molesley 2142-3. [W4038]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lancia Spares and Service
LANCIA (ENGLAND) Ltd., English branch and sole representative of the famous Italian company; all servicing, repair, reconditioning, etc., carried out by our own staff of specialists; many genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5650).

LEA-FRANCIS

CHARLES FOLLIETT, Ltd., Sole Distributors Lea-Francis, London & Home Counties, offer:

1951 Lea-Francis 16hp streamlined saloon, black, one owner, modern appearance, comfortable seating, exceptional performance; £265.

1951 Lea-Francis estate car, one owner, very practical and handsome vehicle; £245.

SHOWROOMS: 18, Berkley St., W.1. Mayfair 6266. **SERVICE:** Works & Stores, Barnsdale Yard, off Eign Avenue, W.9. Cunningham 5956. [C2010]

1950 2½-litre open 2/4-seater; £375.—Johnson & Brown, 268-270, High St., Bromley. Ramsgate 2942. [C2075]

1947 Four Seasons Garage, 601/609, King's Rd., S.W.6. Renown 4492. [C2059]

CASS'S MOTOR MART—1951 Lea-Francis 14/70 special saloon, maroon, unblemished; £375; written guarantee—5, Warren St., W.1. Eus. 4110. [C1040]

G & M ALFREDS (1936) Ltd.—1951 Lea-Francis 14/70 saloon, in superb order, far above average—6, Warren St., W.1. Euston 3266. [C1005]

1950 (model) Lea-Francis saloon, radio, heater, exceptional car; £245.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3196. [C2095]

1948 model Lea-Francis Mark III saloon, grey, fitted heater, an outstanding example of this high quality model; £325.—Garage Service Co., Ltd., 1013, Finchley Rd. Golders Green, N.W.11. Broadhill 5892. [C2019]

1948 (June) Lea-Francis 14 sports 4 light saloon, in black, as new condition, opportunity here for knowledgeable enthusiast; £325; terms, exchanges.—Corner Garage, Gorton St., Blackpool, 26638. Night St., Annes 2820. [C2085]

1949 Lea-Francis shooting brake for sale, very good condition, new engine being run perfect family car, space unlimited; £2400.—Lambeth Down Terrace, Perham Down, Andover. Tel. Tidworth 2178. [C435]

Lea-Francis Cars Wanted
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Lea-Francis Spares and Service
LEA-FRANCIS LTD., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 10324-36. [C1029/R]

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 5. Tel. Dea. 4795-6. [C1028/R]

CHARLES FOLLIETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkley St., W.1. Mayfair 6266. **SERVICE**: Lea-Francis London Service Station Works and Stores:—BARNSDALE YARD, off Eign Ave., W.9. Tel. Cunningham 5856-7. [C2052/R]

LIMOUSINES

JACK ALPE offers Limousines.

AUSTIN 1950 18hp Windsor 7-str. saloon, leather; £345.

AUSTIN 1951 1.5L.W.B. privately owned Sheerline; £895.

AUSTIN 1951 16hp Hicar, heater, Ac. Rimbelleigh; £365.

AUSTIN 1952 16hp Hicar, heater, small mileage; £725.

HUMBER 1952 Limousine, leather, heater; £925.

ROLLS-ROYCE 1952 Barker forward occasions; £375.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. [C1105]

A LPE AND SAUNDERS LTD., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges.)

LIMOUSINES—Austin, 1950 18hp Windsor, 7-passenger, with partition, leather, black; £250.

A & S Austin Hicar, full range 1951/1955 from £2495. Extra if fitted standard Diesel.

LIMOUSINES, Austin. Long wheelbase Sheerline, 1951/1952, face forward occasions, radio and heater, selection of three from £1250.

LIMOUSINES—Chrysler, Wimborne 24hp seven seater, one private owner, in outstanding condition, over 20 mpg; £355. Also 1950 Chrysler Royal 25hp seven passenger, black, brown hide, wide face forward seats; £350.

LIMOUSINES, Daimler, EL 24, 1950, black, leather throughout, face forward seats, discs; £350.

LIMOUSINES, Humber. Full range of Pullman man and Imperial 7-passenger cars, 1947/1954, leather and cloth, privately owned, above average condition, from £295. £1,595. [C1087]

LIMOUSINES, Morris, 1948 14hp Taxia, sound condition, good cellulose and tyres, selection £125.

A & S Limousines, Packard. Super Eight de luxe, 1938 Series, partition and wide face forward occasions, cellulose black, in exceptional condition; £495.

LIMOUSINES, Rolls-Royce, 25/30hp, selection 1937/1938, all privately owned cars, exceptional condition, with histories, from £750.

A & S Limousines, Rolls-Royce, 1938 Phantom III, swept tall Windsor, leather, superb order; £675.

LIMOUSINES Specialists for over 30 years. Write or telephone for lists.

A LPE AND SAUNDERS LTD., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges.) [C1006]

LIMOUSINES

BUICK T. & M. coachbuilt Limousine, 7 pass., forward position, excellent hire car; £125.—Bairdmore, 26, Queen'sway, W.2. Bayswater 0136. [C1015]

Limousines Wanted

A & S LTD., representative of the famous Italian company; all services, repair, reconditioning, etc., carried out by our own staff of specialists; many genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5650). [S0520/R]

LINCOLN

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1047/R]

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Lincoln buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. 3905. [W4015]

LINCOLN-ZEPHYR

1938 (May) Lincoln-Zephyr saloon, maroon with maroon upholstery, fitted radio and many other valuable extras; one owner since new; this car is in specimen condition throughout and must be seen to be appreciated; tax year, guaranteed 3 months; £335.—Glovers Cars, Ltd., 4/6, High St., Worthing 4934. [C1074]

MERCEDES-BENZ

BROOKLANDS: Retailers:—

NEW Mercedes 300SL sports and C saloon de luxe. Also 220A saloon de luxe. BUY or sell with confidence. Exchanges.

103, New Bond St., London, W.1. Mayfair 8351. SILVERTHORNE MOTORS, Ltd., offer:—

1955 (Aug.) 300SL, cellulose red, beige/red interior, 9,000 miles, one owner, with newly installed twin speaker radio, twin Bosch lamps, other extras; we consider this to be the most attractive and best conditioned 300 SL available; any inspection invited; just completely serviced by makers; £25,650.—Maybury Hill, Woking 4277-8. [C4013]

WOKING MOTORS, Mercedes distributors.

300SL Mercedes Special, under 1,000 miles, finished pastel green with leather upholstery, German Becker radio, cost new £5,000, offered at exceptional below cost.

1956 220A Mercedes saloon de luxe, leather, 1,000 miles only, black, many extras; available at attractive price.

300S Mercedes Sports drop head coupe, l.h.d. with 4-speed petrol injection engine, mileage negligible, for disposal.

1951 Mercedes 170 diesel saloon, l.h.d., black and red leather, factory maintained and in exceptional condition throughout, one owner, several spares; £550.—Maybury Hill, Woking 4277-8. [C4057]

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

ONLY the best examples are offered, several second-hand models available, full details on request, most new models available, same day delivery, including one Type 180D at pre-budget prices, our own demonstration cars are here for you to drive.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1956 Mercedes 300 SL, 7,000 miles, silver with blue upholstery, radio, twin speaker installation; £3,250.—222, Kensington High St., W.14. Western 0207. [C4041]

1955 Mercedes 300B, 10,000 miles, one owner; £2,450.

FARNHAM MOTOR CO., Ltd., Downing St., Farnham, Surrey. Tel. Farnham 6151. [C5337]

1955 (Nov.) Mercedes-Benz type 300SL, 4,000 miles, leather, brakes, quiet, immaculate; £3,975.

1955 (Oct.) Mercedes-Benz type 300B saloon de luxe, one titled owner, 6,000 miles, new condition; £2,695.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 8881. [C1126]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3. Offer:—

1955 Mercedes 220 saloon, finished black, red upholstery, immaculate condition; £1,675. [C1001]

MERCEDES-VITO 1939 model, first licensed November 1938, black with fawn hide upholstery, l.h. drive, excellent condition; £275.

PARAGON MOTORS (WETHERBY), Ltd., North St., Wetherby, Yorks. Tel. 123. [S308]

1954 Mercedes-Benz 170 Diesel, 20,000 miles, as new; £295.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C5001]

GEORGE NEWMAN & Co. (B'ton), Ltd., sole Sussex distributor; all models available for inspection and trial, early delivery.—39-40, Old Steine, B'ton 28102. [C1075]

1955 Mercedes-Benz 300SL, mileage 5,500, condition as new, blue, with cream upholstery, radio, television, heater, £1,675. [C1075]

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7651. [C1062/R]

MERCURY

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1047/R]

Mercury Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Mercury buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. 3905. [W4015]

LIMOUSINES, Morris, 1948 14hp Taxia, sound condition, good cellulose and tyres, selection £125.

A & S Limousines, Packard. Super Eight de luxe, 1938 Series, partition and wide face forward occasions, cellulose black, in exceptional condition; £495.

LIMOUSINES, Rolls-Royce, 25/30hp, selection 1937/1938, all privately owned cars, exceptional condition with histories, from £750.

A & S Limousines, Rolls-Royce, 1938 Phantom III, swept tall Windsor, leather, superb order; £675.

LIMOUSINES Specialists for over 30 years. Write or telephone for lists.

A LPE AND SAUNDERS LTD., Providence Court, North Audley Street, W.1. Mayfair 2941. (Near Selfridges.) [C1006]

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LIMOUSINES</b

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1948 M.G. TC, black, first-class condition throughout; £375.—Tel. Elmsbridge 7747. [5405]

M.G. 1½ saloon, 1950, reconditioned engine, radio, extras, showroom condition; £495.—Mil. 2112. [5446]

1950 M.G. 1½-litre sports tourer, 4-seater, red, export model, a fine example of this rare car; £525. [C5096]

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C5096]

BEARTS OF KINGSTON, M.G. specialists—Sales, spares, repairs—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R]

M.G. TA 1939, B.R.G., new battery, king pins, bushes, radiator, hood, resprayed, in excellent condition; £265, o.n.o.—Tel. Nutley 311. [5410]

M.G. 1932, excellent condition, m.p.g. 35, suit enthusiastic driver, very good tyres, taxed, insured; £100. [5255]

1954 Magnette, maroon, radio, heater, one owner, 11,000; £765.—86, Nottingham Place, W.1. Welbeck 0542. [5058]

PEDIGREE CARS offer 1955 M.G. Magnette saloon, 6,000 miles, maroon, immaculate; £865.—340, Euston Rd., N.W.1. Tel. Euston 7889/7890. [C5085]

1954 M.G. TA, black, excellent condition, 16,000 miles, one owner, extras; £220.—Bridge 25. [5259]

M.G. PB, 1936, 2-seater, economical, lively, pretty, extras; £185.—Cooke, "Rock House", Ambergate, Derby. [5077]

1955 Magnette, red/biscuit, one owner, 7,000 miles; £895.—Holland Park Autos, 142, Holland Park Ave., W.1. Park 2626. [C2085]

1947 M.G. TC, black, good condition, overhauled last summer, luggage grid, indicators; offers over £300.—Box 1585. [5384]

1955 (March) M.G. Magnette saloon, seal grey/light grey leather, 12,400 miles, absolutely as new, one owner and taxed year; £825. [C1107]

ALWOOD GARAGE, Alwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076. [C1107]

M.G. 1½ saloon, 1950-51, exceptionally nice condition; £435.—Norman Autos, 344-354, London Rd., Croydon, Surrey. Tel. 4657. [C0359]

1939 Series 2-litre sports saloon, a really good car, cheap parts price required; £150.—444, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1955 Magnette, 6,000 miles, radio, heater, one owner, as new; £275.—Tolworth Motors, Ltd., Kingston by-Pass, Tolworth, Elmsbridge 2254. [C4081]

1949 M.G. TC, green, 2 spares, many extras, beautiful condition; £395.—Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059]

1948 TC 2-seater, reconditioned engine, beautifully maintained, finished in British racing green, well above throughout, 3 months' written guarantee; £325. [C2085]

1946 TC 2-seater, reconditioned engine, new hood, excellent bodywork and tyres, new battery, 3 months' guarantee; £325. [C2085]

JOHN EWER MOTORS, 28 Roslyn Hill, Hampstead, N.W.3. Tel. Swiss Cottage 2020. [5320]

J2 1934, black/red, recently overhauled; £155 o.n.o., good reason for parting from such a good looking friend—Boston Hall Hotel, Westcliff-on-Sea, Southend 45635. [5467]

SPECIMEN works Mk II TD M.G. '53 spotted red, genuine extra competition £30, all-flow red, £255, o.n.o.—Bracebridge, 5, Park Rd., Cheshire. Hulme Hall 266. [5144]

725 m.s.—M.G. Magnette 1954 sports saloon, heater, twin pass lights, screenwashers, one owner, excellent condition; choice of 3 Magnettes; terms, exchanges—Rowland Smith, below. [4701]

695 m.s.—M.G. Midget 1954, 1500 2-seater, one careful owner, small mileage, spare unused, terms, exchanges—Rowland Smith, below. [4701]

495 m.s.—M.G. Midget late 1955, TD 2-seater, grey/red leather, PVC hood unmarked; terms, exchanges—Rowland Smith, below. [4701]

335 m.s.—M.G. Midget 1946, TC 2-seater, black/green leather, excellent condition—Rowland Smith, below. [4701]

285 m.s.—M.G. Midget 1936, TA Tickford drop head coupe, silver-grey, grey leather, chamois seat, excellent condition, one owner; £12 Midgets, terms, changes list. Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1955 (May) M.G. Magnette saloon, late dash 4,000 miles; £845.—Gibson's Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [4753]

2600 miles!—Genuine one-owner M.G. Magnette, October 1955, steel blue, maroon leather, link mats, underseal, exhaust ejector, radiator blind, spot lights, absolutely as new; £355. [C1051]

R. S. MEAD (SALES), Ltd., 92, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3051]

ROSE & YOUNG, Ltd., offer 1955 M.G. TF 1500 sports, low mileage, unmarked; £645.—8169, Sternhold Ave., Streatham Hill, S.W.2 (one minute from Streatham Hill Station). Tulip Hill 6464. [C3057]

1955 (May) Magnette 1½ litre saloon, green with cream top, leather seats, screenwashers, seat covers, 7,800 miles only, as new, one owner—Vincent Greenhouse (Wrexham), Ltd. Tel. 3431. [5186]

£250!!!—Easily the finest conditioned 2½-litre saloon to be had to-day, 22mpg, twin horns, spotlights, etc., 100% A.A. report obtainable—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

£425—Very specially built M.G. TC base, semi-gloss black, re-built at Abingdon 1953. [C2100]

1st March 1956, re-built at Abingdon 1953, 100 mph plus in standard trim; superb line and beautifully maintained—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd.

WE urgently require M.G.'s of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017/R]

UNIVERSITY MOTORS, Ltd., purchase:-

GOOD used low mileage M.G. 1½ saloons and TF Midgets—80, Piccadilly, W.1. Grosvenor 4141. [5274]

WANTED, M.G. 28T, up to £100 offered.—Mr. H. Jones, 18, Hollybank Rd., Liverpool 13. [5218]

J. H. BARTLETT will pay more for good low-mileage 1955 Magnettes.—27, Penbridge Villas, W.11. [W1013]

REQUIRED—1954 M.G. Magnette, reasonable price, etc.—A. Bryan, "Mayfair," Arle, Cheltenham. [5404]

ALMOST new M.G. required immediately—Morley, 76, Cambridge Rd., Kingston. 8885. [W3018/R]

CASH immediately for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

G.N.K. MOTORS urgently require M.G.'s, particularly M.G. TA to TD—355, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

WANTED urgently—TA, TC M.G.'s, Morgan 4/4's, XK120's, etc. Write, call or telephone—Baylis, Cart, 87, St. George's Place, Cheltenham. Tel. 54914, after 8 p.m. 52136. [5421]

URGENTLY required, 1947-50 M.G. saloons and 2-s. —Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [5388]

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPESIALIZE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, shims, etc.; replacement parts, etc.—Rockers, racing sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [C1041]

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MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor Traveller's Car, heater; £545.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. [C1039]

ELM AUTOSALES, offer:-

1955 model Morris Minor 4-door de luxe saloon, heater, windtunes, ampmeter, temp. gauge, link mats, negligible mileage, green, as new; £585.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ELM AUTOSALES offer:-

1952 Morris Minor saloon, birch grey, low mileage, considerably above average, faultless through-out; £435.—28-30, Abbotshbury Rd., Morden. Mitcham 7122. [C2067]

PHILIP RICKARDS, Ltd., offer:-

1955 (Aug.) Morris Minor 4-door de luxe saloon, Clarendon grey, 7,500 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C1051]

1955 Morris Minor saloon, exceptional order; £525.

1951 Morris Minor convertible, black; £375.—Smith & Tandy, 376, Kensington High St., W.14. [C1019]

ALEXANDER.—Laystall high-power conversions for M.G.'s.

MARSHALL improved performance and economy; A send for data sheets and road tests.

ALEXANDER ENGINEERING, Ltd., Hadleigh, Essex. Tel. 3453.

1955 (Aug.) Morris Minor 4-door saloon, Clarendon grey, 7,500 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C1051]

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1955 Morris Minor 4-door saloon, Clarendon grey, 7,500 miles; part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1954 (October) Morris Minor Traveller, in new condition, grey, one owner, taxed year, £545.—Coles Garages, Ltd., 42, Wimpole Rd., S.W.19, Wimborne 0195; and 15-14, Castle Parade, Ewell 2393.

1955 Morris Minor 2- and 4-door saloons, colour guaranteed, prices from £495.—Lockets Engineering Co., Ltd., 28-45, Eden St., Kingston, Kln. 3151-5046/R.

1952 Minor (reg. late '51), 27,000 miles, one owner, carefully run and serviced, unmarked, black, red interior, unused covers, overriders, other extras; £415.—Mar. 40, Telford Ave., S.W.2 01095.

1955 (Nov. '54) Morris Minor de luxe saloon 2-door, Clarendon grey, red interior, heater, 9,000 miles; £525.—R. S. Currie and Co., Ltd., 105, Westgate Grove, Bayswater, W.2. Bayswater 0085. [C1095]

1951 Morris Minor convertible coupe, in very nice condition, with several extras, new hood and 1950 modifications; £595; exchanges terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

TANKARD & SMITH, Ltd., offer 1954 Morris Minor 4-door saloon, black, one owner, heater, excellent condition; £485; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. [C4025]

PRIDE & CLARKE, Ltd., 1955 Morris Minor de luxe 4-saloon, 3,000 miles, £539; 1954, low mileage, £455; 1955 Traveller's car, 7,000 miles, heater, £595; 1954, heater, £519; 1955 Convertible, 12,000 miles, heater, £539.—237, Brixton Hill, S.W.2 Tel. 3664/5. [C3068]

1949-50 Morris Minor convertible, new, best quality hood and works reconditioned, engine recently fitted, £350; Trade Enquiries Welcomed; terms, £100 down, £100 per month, £100 deposit, N.W.1 (nearest tube, Camden Town Station), Euston 2700 and 8894. [C3059]

UNIQUE 1951 Minor coupe in as new condition, mileage at 21,000 and the entire mechanical parts of the car faultless, carb. just tuned by S.U.'s for economy and performance, H.C. cylinder head, spotless black cellulose (original), hood perfect, everything is original, engineer owner, wing mirrors tartan loose covers; price £375.—Hampstead 7871. [S351]

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WHY accept less for your Morris Minor saloon when you can get its full market value from: **FERRARI** OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [W2008]

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8865. [W3016/R]

WE have a customer for your 1955 5c car.—Tel. Primrose 6159, Tarrant & Frazer, 10, Winchester News, N.W.3. [S299]

CNK MOTORS are good buyers of Morris Minor convertibles.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

MORRIS EIGHT

1948 Morris 8 4 door, leather, black, excellent condition; £295.—Davescott, Sullington Gardens, Worthing, Tel. Findon 2187. [S257]

295 gns.—Morris 8, September 1948, 4-door saloon, rebored, excellent condition; terms, exchanges.—Rowland Smith, below. [S258]

145 gns.—Morris 1938, series E tourer, new hood, good condition choice of 5 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN

ECONOMY, 1938 Morris 10, Minx engine, new roof, batteries, kingpins, resprayed, repanned; £120. Cun. 5724. [S109]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS COWLEY

1955 (Sept.) Morris Cowley, beige, 5,800 miles, one owner, genuine bargain, taxed for the year, B.M.C. guarantee: £595.—CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050]

MORRIS OXFORD

At Brown's. [C1025]

1953 (Sept.) Morris Oxford, black, brown leather, heater, well kept by one owner; £485.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

PASS & JOYCE, Ltd., offer:—

1955 Morris Oxford saloon, heater, one owner, very carefully used, black with red interior, 4 months' guarantee: £685. [C3059]

PASS & JOYCE, Ltd., 184/188, Great Portland St., W.1. Museum 1001. [C3059]

PHILIP RICKARDS, Ltd., offer:—

1954 (Aug.) Morris Oxford saloon, series II, green, 18,000 miles; part exchange deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. [C3051]

HA. SAUNDERS, Ltd., offer:—

1955 Oxford saloon, black, red upholstery, heater; £665. [C3052]

HA. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

MORRIS OXFORD

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1952 (October) Morris Oxford saloon, grey, 12,000 miles, taxed; £240.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield. Howard 1651. [C4009]

ALEXANDER.—Laystall high-power conversions for Morris Oxford.

MAZINGLY improved performance and economy; see for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadspen, Bucks. Tel. 345. [C1094]

1954 Morris Oxford series II saloon, 20,000 miles, one owner; £565.—Carlton Garage, Streetly, Staffs. Tel. 7323. [S2323]

1956 Morris Oxford estate car, delivery mileage: £865; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1955 (October) Oxford saloon, black, red leather, heater, etc., 10,000 miles, superb condition; £865.—Robbins, East Putney. Tel. 7881. [C3010]

£665 (Dec.) 1954 beautiful Morris Oxford, blue sturdy and true, one owner, taxed, come and see.—Tel. Fre. 9129. [S1456]

1954 Morris Oxford series one, black, 9,000 miles, genuine; £515 or exchange or £100 Vanguard 10-16, Treves Rd., Dorchester, Dorset. Tel. Dorchester 1269. [S1566]

1954 Morris Oxford series II saloon, black, with maroon upholstery, fitted heater; £595.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [S2377]

1954 Morris Oxford Traveller's saloon, one owner, in excellent condition throughout, taxed year; £550.—Northways Garage, Swiss Cottage, N.W.5. Tel. rose 1127. [C3026]

1953 Morris Oxford saloon, grey, red leather, heater, one owner, excellent throughout, guaranteed: £495.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

MORRIS OXFORD saloon (June) 1955, low mileage, absolutely as new, one owner: £675; terms and exchanges—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [S1519]

BUTON.—1954 (December) Morris Oxford blue saloon, one owner, 27,000 miles genuine, immaculate, taxed year. Heater, £638.—1a, Lexham Gardens Mews, W.2. Fremantle 9125. [C1104]

MORRIS OXFORD saloon (June) 1955, low mileage, absolutely as new, one owner: £675; terms and exchanges—West London Motors, 205-209, Fulham Palace Rd., W.6. Ful. 0066. [C1104]

£665 (Dec.) 1955 Oxford saloon, black, red leather, heater, 6,000 miles only, one owner, unmarked throughout.—Broadway Motors, Hanworth Rd., Middlesex, Middlesb. Hou. 0175/9309. [C1113]

TANKARD & SMITH, Ltd., offer 1955 Morris Oxford saloon, sandy beige, red leather, one owner, excellent condition throughout; £650.—Morley 1938, series E, one owner, 20,000 miles, guarantee: £495.—194-198, Kings Road, Chelsea, S.W.3. [C4025]

Morris Oxford Cars Wanted

PRIVATE buyer requires low mileage Morris Oxford Series II—Box 1574. [S3534]

GARDNER & CO. (HENDON), will buy your Morris Oxford.—Sunny Hill 5359 and 0030. [W2074]

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS FIFTEEN

£95 since new; £50 deposit.—Searle, Ltd., Molesey 2124-3. [C4069]

MORRIS IS15

BOON & PORTER, Ltd.

IS15—latest model, 4,000 miles, black, unscratched; £175. [C4444]

CASSELNAU, S.W.15 (by Hammersmith Bridge), Riv. 4444. [C1022]

WARWICK WRIGHT, Ltd., offer:—

1955 Morris Isis saloon, black with red upholstery, heater, 7,000 miles; £765. [C4045]

1955 Morris Isis saloon, black with red upholstery, heater, 7,000 miles; £765. [C4045]

MORRIS IS10

JOHN C. PARABLE, Ltd., Spital St., Dartford, Tel. 3067 (4 lines). [C4914]

1955 Morris Isis saloon, finished in black, 4,000 miles; £865.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [S276]

MORRIS SIX

£345—Morris 1949 saloon, beautifully kept, superb mechanically, unrepeatable; many others.—Benmotoors, I., Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Part 5066-7. [C1017]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR CO. for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.E.8. [C1025]

£1000/R

CASH immediately for good Morris.—H. F. Edwards, 15A, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

Morris Spares and Serviced

MORRIS, the official stockists, for spares, service and repairs.

TEL Lankester Engineering Co., Ltd., 59-45, Eden St., Kingston-on-Thames, Kingston 3151-6. [C1017/R]

MORRIS genuine spares and special service in the West End.

S. MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [S3042/R]

Morris Spares and Service

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [C1021]

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wei. 1101. [C1065/R]

MORRIS 10 series M 1939-47, genuine new spares, crankshafts stand, size, £5, p. & p. 7.5d; oil pumps, 10/-, p. & p. 2/-; pistons with rings and pins £0.60in. o.s. 10/-.—S. & G. Stores, 210, North St., Leeds, 7. Tel. 2343. [S428]

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Nash buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. [S3003]

[W4015]

Nash Spares and Services

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [C1022]

[C1023]

OLDSMOBILE

SIMPSON'S MOTORS.—See under American Cars; full list.

[C4015]

1955 one owner, Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Oldsmobile buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [S3003]

[W4015]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [C1013]

PRIDE & CLARKE, Ltd., Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S3008/R]

PACKARD

CAR MART, Ltd.

1939 Packard Super 8 7-seater limousine: £495. [C1039]

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039]

1951 Packard r.h.d., automatic drive: £895. [C1039]

1939 Packard Super 8; £310.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

1937 Packard 4-dr. salm. model 115, heater, v. good tyres, battery, etc., any trial: £175.—Lake, 236, Gipsy Rd., W. Norwood, S.E.27. Gip. 2494. [S5073]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & CO., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C1019/R]

JOE THOMPSON (MOTORS), Ltd., require Packards 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Packard buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [S3003]

[W4015]

Packard Spares and Services

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

LEONARD WILLIAMS & CO., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C4069/R]

PEUGEOT

1954 203 saloon, moderate mileage: £595.—Mans. W.L. Euston 2387. [C3001]

1955 (July) Plymouth Belvedere saloon, blue, heater, radio, r.h.d., 10,000 miles, owner going abroad: £1,875.—Beicher, Highlands, Maldon, Essex. [C4842]

Plymouth Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Plymouth buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [S3003]

[W4015]

PONTIAC

1949 Pontiac 2-door sports saloon, jet back, automatic, radio, most beautifully maintained; £295. [C4055]

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5215. [C4136]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Pontiac buyers; outright purchase or part exchange.—345 High Rd., Wembley. Wembley 8691. [S3003]

[W4015]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Plaza 7752-4. [C4016]

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

[W4015/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PORSCHE

A.F.N., Ltd., have for sale used but guaranteed Porsche cars, including 2-door saloon, £1,500; 1955 cars, one hard-top graphite grey, 3,000 miles, fully Telefunken radio, sliding roof, price £1,725; and a graphite grey convertible, mileage 2,000, price £1,800; also a 1954 1500 hard-top—Falcon Works, London Rd., Illeworth, Middlesex. (Bounslow 0011.) [C2015]

RACING CARS

COOPER Alta 2-litre, fully modified, large brakes; ready to race, with carburettor or fuel injection; could convert to 2500cc or 1500cc; £1,200 o.n.o.—THE ONSLOW MOTOR CO., Ltd., 28, Osnlow St., Guildford. (67227-8.) [C3099]

ATHONY CROOK—Cooper-Bristol racing sports; at this famous car can compete equally successfully in sports or Grand Prix races; any make of sponson taken in part exchange.—High St., Esher, Surrey. Tel. 4580. [C1063]

COOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3548) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc cars. [C0821/R]

Railton Cars Wanted
GOOD Railton required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden (W200A)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [C0421/R]

AUTOSALES (LONDON), Ltd., offer:—

1955 Renault 750cc de luxe saloon, one owner, really small mileage, many extras; £525.
1954 750 cc de luxe saloon, one owner, small mileage; £475.
1953 750 cc de luxe saloon, absolutely in immaculate condition throughout; £435; choice of 2. Renault 750cc de luxe saloon, like new; £425.
1952 Belize Rd., N.W.6. Manda Vale 5555/2155. [C1543]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 173. Established 1909; offer:—

1956 750 Renault saloon, Ferlic clutch, many options; £635.

1955 750 cc de luxe saloon, blue, 4,000 miles, taxed December; £540.

1951 760 saloon, green, roof rack, spot lamp, taxed December; £325. [C4070]

FREGATE, 1955 (March), 9,000 miles, blue/grey; £795, or exchange Standard 10 plus cash.—Bowen, Tel. Gerrards Cross 3791 or Acorn 8731 (office). [C3562]

JUNE, 1955. Renault 750 saloon, blue, 10,000 miles, only roof rack, exchanges; £490.—Widgery, Cheltenham 34. [C3439]

1955 Renault, 5hp, utility, new and unregistered, 47mpg, list price £685; a real bargain at £555; terms and exchanges.—Ravensbourne 2391. [C3494]

1955 (July) 750, de luxe, 9,000 miles, most immaculate; £485.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1954 (August) Renault 750 saloon, one owner, 13,000 miles, R.A.C. exam: £895, exchanges, h.p.—11. Perrymead, Prestwich, Manchester. Pre-wich 2057. [C2062]

275gs—Renault 760, 1950, saloon, black, red leather, flashifiers; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampshire (Hampstead Tube). Hampstead 6041. [C4018]

Renault Cars Wanted
A LL models required.—R. J. Searle, 25, Church St., Hampton, Molesey 2142-3. [C4069]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 173, purchase all models. [C3070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service
G LANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 20531. [C0811/R]

RILEY

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1950 Riley 1½-litre sports saloon, green with brown leather upholstery, heater, low mileage, a car very well maintained and well kept by a fastidious owner, immaculate; £525; our hire purchase terms are now 5% for 12 months.—Whetstone, N.20. Tel. Hillside 6621. [C3042]

CAR MART, Ltd.

1951 Riley 2½-litre saloon, heater; £545. [C1039]

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039]

HARDING OF WINDSOR, Ltd.

1956 Riley Pathfinder, maroon with maroon leather, mileage 5,000 only; £1,200.—Hardings, St. Leonards Rd., Windsor. Tel. 335. [C1574]

RUSSELL MOTORS offer:—

1955 (model) Riley Pathfinder, 16,000 miles, fitted sunroof, radiator blind and other extras; £995. [C3050]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3050]

J. JAMES (LONDON), Ltd.

1956 Pathfinder, grey, maroon upholstery, 2,000 miles; £1,200. [C1517]

RILEY CARS, 35 and 36, Pall Mall, S.W.1. Tel. Traf. 7311. [C3517]

BOON & PORTER, Ltd. distributors.

RILEY

1955 £1,045. Pathfinder, black, 8,900 miles, latest model.

CASTELNAU, S.W.15 (By Hammersmith Bridge), Riv. 4444. [C1022]

ARTUR MULLINER, Ltd., offer:—

1952 Riley 1½-litre saloon, black, red leather, radio, heater, mileage, carefully maintained and in first-class condition throughout; deferred terms, part exchanges.—Bridge St., Northampton. Tel. 907. [C086]

GORDON & GLYNN (the Riley centre).

THE specialists who deal exclusively in pre-war Rileys.

£255—Kestrel Sprite 1½-litre, 1937.

£245—Lynx 4-seater 1½-litre, 1937.

£215—Adelphi 1½-litre, 1936.

£185—Kestrel 1½-litre, 1935.

£155—Gamecock 5hp, 1932.

£125—Monaco 5hp, 1934.

H.P. terms and exchanges.

REPAIRS and service for Rileys only.

GORDON & GLYNN, 7 Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 5326. [C2075]

CLARKE & SIMPSON, Ltd., Riley sales and service.

C & S—1956 range of new Pathfinders in stock; demonstration car available for trial.

C & S—1953 (November) 2½-litre saloon, silver streak, red leather, radio, heater, one owner; £795.

C & S—1953 model, registered November, '52, 2½-litre saloon, black, brown leather, heater; £735.

C & S—1953 (May) 1½-litre saloon, Woodland green, green leather, heater; £775.

C & S—1948 (July) 1½-litre saloon, black, beige upholstery, excellent condition; £245.

WHERE applicable our used Rileys are issued with manufacturer's warranty.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

1948-9 2½-litre Riley estate, good condition; £385 or near offer.—Box 1577. [C1407]

RILEY 9 Monaco 1936: £120 o.n.o.—Ashdene, Gore Rd., Dartford; evenings or week-ends. [C3564]

1956 Riley Pathfinder saloon, genuine 2,600 miles only, radio, Ripo condition; £1,250.

1955 Riley 1½-litre saloon, radio, heater, one owner, 12,000 miles, Ripo condition; £975.

RIPO Ltd. (Rileys purchased), 16, Abberline St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C1048]

1929 Riley Monaco, 27,000 miles, exceptional condition; £75.—Rushston, Riley Green, Rington, nr. Preston, Lancs. [C5246]

£345—1949 Riley 2½-litre saloon, radio, heater, one owner, excellent condition; terms.—Autowork, Balham Hill Rd., Balham 1506. [C1009]

1954 Riley 1½-litre saloon, new condition through exchanges etc.—Autowork, Ltd., Southampton St., Winchester. Tel. 4965. [C1010]

1937 Riley 12hp special series Falcon saloon; £195.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C4071]

1949 Riley 1½-litre, green, heater, seat covers, excellent condition, radio; £220; terms, part exchanges.—Hoddesdon 3805. [C1516]

1950 Riley 2½-litre 2-seater roadster, red, fawn leather, an excellent example of this very rare model; £495.

1950 Riley 1½-litre 4-seater d.h.c., black, red leather, one owner, supplied and serviced by us, unusually good condition; £625; exchanges; deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4055]

Riley 2½-litre saloon, black with green up-green upholstery, fitted radio, one owner, taxed for year; £475.—Coventry and Jeffs, Ltd., Bristol 2019. [C5185]

1952 Riley 2½-litre saloon; guarantees, exchanges, terms.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth, Southbourne 45344. [C4024]

1952 black, recorded mileage 27,000; £545; terms, exchanges.—Richards & Carr, Ltd., 25, Kinnerton St., S.W.1. Belgrave 3711. [C1023]

1948-9 2½-litre, red leather, H.M.V., heater, one owner since 1948, practically without a mark inside or out; £235.—Speedsters, Ltd., Horley (Surrey) 628. [C1436]

1951 model Riley 2½-litre saloon, good condition throughout; £475.—J. Ashall & Son (Engineers), Ltd., Windsor City Garage, Mose Bank Rd., St. Helens. Tel. St. Helens 4630. [C265]

J. H. BARTLETT—Riley 1951 2½-litre saloon, one owner, radio, all new tyres, low mileage, probably the best example of this type of car available.—27, Pembroke Villas, W.11. [C1013]

1938 Riley 1½-litre Victor saloon, the rare model with manual gear box and overdrive; bargain. £175; exchanges; terms.—Bray Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. [C1024]

1952 (Sept.) Riley 1½-litre saloon, maroon with red leather, twin road lamps, immaculate condition, one owner; £595.—Drift, Bridge Garage, Reigate Rd., Epsom. Heath 2054/1212. [C5355]

1955 Riley Pathfinder, in excellent condition, black, brown leather upholstery, one owner, taxed; £995; terms, exchanges.—Stanford Road, Croydon 9962. [C5462]

ALL the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [C0446/R]

RILEY

RILEY

MAYFAIR COUNTRY CARS.—A selection of Rileys in superb guaranteed condition; see panel advertisement under 'car bargains'; see page 48.

7, George Yard, Grosvenor Sq., W.1. Mayfair 31-31. [C3008]

TANKARD & SMITH, Ltd., offer 1954 Riley 1½-litre

T saloon, blue/grey leather, one owner, heater, showroom condition; £2845; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025]

JACK ROSE, Ltd.—1954 Riley 1½-litre saloon in black and maroon, beige upholstered interior, mileage recorded 12,000, one owner; £895.—Staford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056]

1955 Pathfinder (Dec., 1954), blue, 14,000 miles, immaculate, fitted Radomobile, Ace Rim-bellshers, exterior mirror, etc., recent complete check at Riley specialists, spare tyre unused; £950, or would consider smaller good quality car.—Macrahan, Ruddington 5, Notts. [C5222]

1947 Riley 2½-litre sports saloon, unmarked maroon and black, Regency tailored top covers, heater, Ace Rim-bellshers, twin pass lights, reverse light, mirrors. Pyrene badge bar, perfect tyres. licensed December, price £375, o.n.o.—Apoly Lawrence, Shepherds Bush 3567. [C5340]

Riley Cars Wanted

ROWLAND SMITH S., the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6042. [C2042]

ALMOST new Riley required immediately.—Morley 76, Cambridge Rd., Kingston. Kingston 8898. [C10316/R]

RILEY 1½ or 2½, 1949-50, required by private buyer.—266, North Rd., Cardiff. Tel. Cardiff 27056. [C5427]

CASH immediately for good Riley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

RILEY will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048]

WANTED, nearly new Riley 1½, 2½-litre, distance 243-252, green & Zonis, 243-252, Deansgate, Manchester, 3, Tel. 3325-6. [W2028]

1950-1 Riley 1½-litre required by private buyer: must be in first-class condition and pass R.A.C. test.—Walham Cross 4598. [C4444]

URGENTLY required, 1947-56 Riley 1½-litre saloons, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C3970]

CHILTERN CARS wish to purchase really good Imps, Sprites and Lynx.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045]

HARTLEY Spares and Service
For Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [C0246/R]

ROOT ENGINEERING, Ltd.—Preselector gear boxes. Exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [C1042/R]

ASK Coventry Motor Mart, Ltd., and be sure you write Whitley Depot, London Rd., or 'phone Coventry 2146-7. [C0443]

EFFICIENT repairs! Immediate attention gears, gear boxes (inc. overdrive); seat covers, £5.10; trade discount; cars bought, sold.—T. & F. 10, Winchester Mews, N.W.3. Tel. Pri. 2647. [S1400]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.3. Gu. 5446. [C0092/R]

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engines, Ltd., High St., Leamington Spa. Tel. 6790. [C0389/E]

ROLLS-ROYCE

BENTALLS, Ltd.

1937 Rolls-Royce 25/30, black, beige upholstery, complete Rolls-Royce history; £775.—Kingston-on-Thames, Kingston 1001. [C1023]

CAR MART, Ltd.

1952 Rolls-Royce Silver Wraith James Young 4-door, light saloon, radio, heater, passed manufacturers, finished in black and grey with grey upholsteries. £2,450. [C1022]

1938 Rolls-Royce 25/30 Barker 4-light saloon, sliding head, finished in black and green with green upholsteries; £725. [C1023]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:

Silver Dawn sports saloon with coachwork by James Young, finished in two shades of metallic bronze with brown hide upholstery, 13,002 miles, as new; £5,500.

1950 finished in black with brown hide upholstery, 26,671 miles, one owner since new, fitted with many special extras, as new; £4,250.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C1032]

HEARSES? From £1,350. Brochures available.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACKE BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACKE BARCLAY, Ltd., Berkeley Sq., May, 7444 (open until 7 p.m.) [C1082/R]

P B, Ltd., offer:-

1935 20/25hp semi-razor-edged sports saloon with division by Freestone & Webb, 5,500 miles since major chassis overhaul.

1933 20/25hp Hooper sports saloon, beautiful condition and excellent history.

1932 20/25 Rolls-Royce 2-door 4-seater fixed head PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

JACK BOND, offers:-

£795—Rolls 25, 1935 (May), continental sports sedan with large boot by Freestones & Webb, one owner, R.R. history, 78,000 miles, radio, heater, complete tool kit, considered the smartest pre-war Rolls of its type.

£795—Rolls P3 1937 close-coupled 2-door sportsman's coupe, believed one titled owner, 58,000 miles, engine just completely overhauled, coachwork immaculate throughout.

£595—Rolls 25, 1935 low-built sports saloon, engine just overhauled by Rolls specialist, one owner.

£495—Rolls 25 1934 series close-coupled 2-door sportsman's coupe by Park Ward, coachwork unmarked in polished silver and black.

£195—Rolls 25, 1930 limousine, immaculate original condition.

£145—Rolls 25, 1930 saloon.

£95—Rolls 25 engine and complete chassis, fitted with late type chrome rad and wheels.

VINTAGE AUTOS, 105, Queenway, W.2. Tel. Bayswater 5929 & 8330.

JACQUIER, Ltd., offer:-

1937 series 25/30 James Young saloon, with boot, side occasional, drop division; £695.

1935 20/25 Windover, owner-driven leather throughout, engine recently overhauled; £595.

1933 20/25 Thrupp & Maberly 4-door owner-driven saloon, with boot, engine recently overhauled; £495.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

BOON & PORTER, Ltd.

1935 (Nov. 1934) 20/25hp Hooper sports saloon, black, two owners, R.R. history, maintained by R.R. expert, exceptional; £545.

1936 (Nov.) 25/30hp Mayfair owner-driver saloon, black, H.M.V., leather throughout, modern line, maintained by R.R. expert, in first-class condition throughout; £765.

CASTELNAU, S.W.15 (By Hammersmith Bridge). Riv. 4444.

FOR a guaranteed used car

SEE Kennings first.

ROLLS-ROYCE Silver Dawn saloon, first registered March, 1934; automatic gear box, silver with red hide upholstery, mileage 15,000, radio, heater, demister, sliding roof, windscreen washers; £3,850.

COMPREHENSIVE guarantee; hire purchase and part exchange, R.A.C. and A.A. examinations welcomed.

KENNINGS, Ltd., Leadmill Rd., Sheffield 1. Tel. 26451.

RUSSELL MOTORS offer:-

ROLLS-ROYCE Wraith 7-passenger limousine, speedometer reading 49,000 which we believe to be genuine.

1938 Rolls-Royce 25/30 semi-razor-edged sports saloon by Thrupp & Maberly, one owner since new.

1934 Rolls-Royce 20/25 (riding control) 4-light saloon by Hooper (with boot), exceptional mechanically; £465.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

METCALFE & MUNDY, Ltd.

ROLLS PH. III saloon by Barker, the late property of very distinguished personage; most attractive lines, swept tail with built-in trunk, black coachwork with brown leather upholstery; absolutely unmarked, overhauled, disc wheel radio, twin tone horns, sliding roof, 62,584 miles.

METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5. Prentiss 5471. [C3064]

ORGANS OF OXFORD, offer:-

1937 (December) Rolls-Royce 25/30 7-seater limousine, Park Ward, face-forwards, leather front and cloth rear, 37,000 miles genuine, one owner, full history, fitted radio; taxed year; £325.

1935 Rolls-Royce 20/25 4-light saloon, H. J. Mulliner, model line, R.R. history, recent major overhaul, excellent example; £575.

ORGANS OF OXFORD, Official Retailers, Banbury Rd., Tel. Oxford 59613-4. [S140]

MANN EGERTON & Co., Ltd.

1954 Rolls-Royce Silver Dawn automatic gear saloon velvet green with fawn leather upholstery, 21,000 miles.

1939 Rolls-Royce Wraith Mulliner 4-door 4-light saloon, with elec. division, mileage 45,000.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 7203.

1933 Rolls-Royce 25hp, in good condition, Hooper 7-seater body; price £500.—Apply F. Miles, 549, Tring Rd., Aylesbury, Bucks. [S203]

ROLLS-ROYCE

JACK ALPE offers Limousines.

IMOUSINE, 25hp 1932, Barker, forward occasions, complete history available, private, exceptional condition throughout; £375.

IMOUSINE, 25hp 1935, Thrupp, genuine 25,000 miles, original log book, black, swept, immaculate, £795. 25,000 miles, Thrupp, Phantom III limousine, forward occasions, privately owned, original condition throughout, £675.

SILVER WRAITH, 1930, Hooper, limousine, forward occasions, titled owner, full history available, excellent throughout; £3,250.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.I. Welbeck 1124. [C1103]

CHIPSTEAD MOTORS, Ltd., offer:-

COUPE (Sedan) 30hp 1938 radio, heater, wind-screen washers, passalamps, discs, bumpers, coachwork by Gurney Nutting, owned by Royalty, most attractive car, R.R. history; £1,075.

SPORTS saloon 1935 25hp, choice of two, excellent;

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052/7253/7194

DUNCAN HAMILTON & Co. offer:-

1951 Rolls-Royce Silver Dawn 4-door owner-driven saloon, finished in midnight blue with beige hide interior, a rare opportunity to acquire one of these small and pretty bodied Rolls; this is a one-owner car of small mileage and is in beautiful order throughout; £2,750.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1031]

VINCENTS OF READING, Ltd., offer:-

ROLLS-ROYCE Silver Dawn saloon, with automatic gear box, black-blue, with blue leather upholstery, one owner, mileage 12,000, first registered February 18, 1955; price £4,50.

VINCENTS OF READING, Ltd., Station Square, Tel. 54204. [4225]

SWANMORE GARAGE, Ltd., Bournemouth, offer:-

1947 H. J. Mulliner sedan, low mileage, one owner, most serviceable, £2,575.

1938 25/30 by Freestone & Webb, full

razor edge saloon; £925.

1938 Rolls-Royce 25/30 H. J. Mulliner sedan; £885.

1937 Rolls-Royce 25/30 H. J. Mulliner saloon; £885.

1935 Rolls-Royce 20/25 by James Young; £665.

1935 Rolls-Royce Ph. II, wonderful condition; £585.

GUARANTEES, terms, exchanges; distance no object.

1176 1938 Christchurch Rd., Boscombe, E. Bournemouth. Tel. Southbourne 43344 and 43345. [C4024]

1934 Rolls-Royce 20/25 4-light H. J. Mulliner saloon; £365.

1934 Rolls-Royce 20/25 sports saloon by Park Ward; £475.

FARNHAM MOTOR CO., Ltd., Downing St., Farnham, Surrey. Tel. Farnham 6151. [5359]

1928 21.5hp Park Ward owner-driven saloon; £190.—Goose, Trimley, Ipswich. [5158]

£295—1933 small owner-driven saloon, one owner, Adams, Winwick 216. [9324]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley repairers, offer:-

ROLLS-ROYCE Silver Dawn automatic gear box, late 1954, dark metallic grey, one owner, genuine 12,000 miles only; very beautiful car; £4,100.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave, W.9. Cuningham 5936. [C2010]

MASCOT MOTORS, Ltd., have a large comprehensive stock of pre-war Rolls-Royce cars, specimens of which we give below:-

20hp Barker saloon, 62,000 miles only; £650.

25hp Croall coupe, in grey and black; £625.

25hp specially designed streamline body by Barker; £575.

25hp Cockshoot sports saloon; £525.

25hp Windover sports saloon; £395.

ALL cars guaranteed.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007]

JACK OLDFING & CO. (MOTORS), Ltd., Official Rolls-Royce and Bentley retailers, offer from their selection of passed used cars:-

1954 Rolls-Royce Silver Dawn standard saloon, automatic, bench seat, black, beige hide, one owner; £2,500.

1939 Rolls-Royce Wraith Park Ward saloon with division and boot, black, brown hide; £1,550.

AUDLEY House, North Audley St., W.1. Mayfair 5424. Park 5077. Open to 7 p.m. [C3030]

1937 Rolls-Royce Phantom III 7-seater, Hooper body, cocktail cabinet, heater, etc.; 110, Battersea Rise, S.W.11. Battersea 0349. [C1096]

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.

WORKS, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), Office, Gillian Cottage, Cranleigh 437.

Mr. Heath, Mr. Cheshire, Sussex. Tel. Cranleigh 0354.

1937 (Apr.) Phantom III, 2 owners, radio, special luggage grid, Mulliner sedan de ville; face forward occasions, seats, 41,000 miles; £2,995.

J. DAWY, Ltd., 180-184, Newgate St., London, W.2. Tel. West 7181; 215, Brompton Rd., S.W.3. Kln. 4215. [C1069]

G & M ALFREDES (1936), Ltd.—1935 Rolls-Royce, owner-driver Vanden Plas swept back saloon 6-7, Warren St., W.1. Euston 3268. [C1005]

ROLLS-ROYCE

1934 20/25 Rolls-Royce Limousine, excellent condition; £365 o.n.o.—20, Selwyn Rd., New Malden. [5401]

1934 Rolls-Royce 20/25 owner-driver 4-door saloon, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

FOR Rolls-Royce saloons and limousines of all models you might enquire of the bargains we can offer.—Claude Burgoine & Co., St Peters Rd., Hammersmith, Riverside 7644. [4899]

1940 Rolls-Royce Wraith Park Ward, saloon, body drop division, good condition throughout, one owner-chefeur driven.—Box 1529. [5147]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [8435]

£535!!—Magnificent 1935 Rolls-Royce 25hp sports saloon with Barker 4-light bodywork, swept tall, interior absolutely magnificent, exterior condition; £1,000. [C2052]

AMBLESIDE ON WOOD GREEN (Established 1937)—100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

£395!!—1935 Rolls-Royce 20/25 Windover 7-seat limousine, glass division, face forward occasional seats, Rolls history, magnificent specimen.—Broadway Motors, Hanworth Rd., Hanwell, Middx. Hou. 0175. 9309. [C1113]

1936 (Sept.) Rolls-Royce 25hp Hooper sports saloon, black, 47,000 miles, condition and appearance excellent, licensed December 1956; £2525.—Edinburgh Haymarket Garage Co., Ltd., 42, Haymarket Terrace, Edinburgh. Tel. 62455. [5099]

APE & SAUNDERS, Ltd., 34,424 miles November 1956, 20/25 swept tall Mann Egerton Limousine with wide wheel arches, forward occasional, exterior condition; one family car with history; £685. See also under Limousines column. Large selection. [5099]

A & S LTD. (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. [C1006]

1929 Rolls-Royce 20/25 4-seater, fixed head coupe in excellent condition, colour dark blue/grey, body ownership and date unknown, engine overhauled July, 1953.—Douglas Garage, Ltd., 46/50 Sheep St., Northampton. Tel. 3391-2. [5117]

18800 miles!—1951 Silver Wraith l.h.d. stream-electric partition, the car is in full 4/5-seater with sweeping tail, the interior which is entirely original and unmarked is upholstered in best quality red hide with fawn carpets to match, mechanically the car is in superb condition, we welcome any examination or trial of the car, nearly new, disc, radio, twin chrome windstone trumpet horns, chrome passalamp, a most beautiful specimen; £425.

MADSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000]

1936 Rolls-Royce 20/25 Park Ward Sportsmans saloon, this car is in full 4/5-seater with really beautiful lines, fitted large rear opening box with sweeping tail, the interior which is entirely original and unmarked is upholstered in best quality red hide with fawn carpets to match, mechanically the car is in superb condition, we welcome any examination or trial of the car, all nearly new, disc, radio, twin chrome windstone trumpet horns, chrome passalamp, a most beautiful specimen; £425.

1933-4 Rolls-Royce 25hp Park Ward Sportsmans saloon, this car is in full 4/5-seater with really beautiful lines, fitted large rear opening box with sweeping tail, the interior which is entirely original and unmarked is upholstered in best quality red hide with fawn carpets to match, mechanically the car is in superb condition, we welcome any examination or trial of the car, all nearly new, disc, radio, twin chrome windstone trumpet horns, chrome passalamp, a most beautiful specimen; £425.

XXX outstanding and extremely attractive 4-seater sports coupe body with commodious rear boot by Gurney Nutting, a really immaculate car finished in black with long, pointed nose and feathered bumper, luxuriously equipped, ride control, disc, bumper, very full interior equipment; Rolls-Royce Service History available; must be seen to be appreciated; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [C2005]

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition. [W4013/R]

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Gro. 3434. [W0570/R]

WANTED Rolls-Royce sports saloon, 1950/51.—Mole & Bray, Ltd., Stoerport-on-Severn. [5152]

OWLAND SMITH'S, the Car Buyers.—Highest cash price for Rolls-Royce.—Hampstead (Tube), N.W. Ham. 6041. [W4013/R]

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

CASH immediately for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton 69, Westow St., Crystal Palace, S.E.19. Livingston 392. [W3435/R]

MASCOT MOTORS, Ltd., are anxious to purchase Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W5007]

JACK OLDFING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Andley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Land-Rover Cars Wanted

ALL models required.—R. J. Scarle, 28, Church St., Hampton. Molesey 2142-5. [W4069]

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. [W4018/R]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R]

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs—108, London Rd., Kingston, Kingston 3348. [W080/R]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

ALMOST new Rover required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8865. [W2016/R]

ROVER saloon wanted, post-war.—Gordon Woode-son, 48a, Drewsteed Rd., S.W.16. Streatham 8636. [W4059]

CASH immediately for good Rover.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey KT19. [W2001]

Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units, Girling and Radiomobile agents, Bromley. Ray. 2456. [W068/R]

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [0129/R]

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—50, Highgate Rd., N.W.5. Gulliver 4604. [W052/R]

EVANS (WIMBLETON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0183-4. [0147/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Bucks. Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R]

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheatheam Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [W055/R]

SIMCA

J. DAVY, Ltd., Simca distributor.

1955 (May) Aronde, 8,000 miles, radio, extras, as new: £695.

1955 Aronde, little used; also new Grand Large 8,000 miles: £695.

180-182 Kensington High St., W.8 (Wes. 7181). [C1069]

1954 Simca Aronde, heater, cost new £900: £555.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C0416]

IMMEDIATE delivery new, unregistered 1956 Simca Elysee finished grey.

1956 Simca Elysee saloon, 2,000 miles, £850; also 1955 Simca Elysee, £650; and 1954 Simca, £550; exchanges etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1954 (October) Simca Aronde, low mileage, one owner, immaculate condition: £555.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2085]

1955 (September) Aronde, heater, screen wipers, spares unused: £675; terms, exchange.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C0345]

ATHONRY CROOK.—1954 Simca Aronde, thoroughly checked over by us. 80 mph, 37 mpg: £275; all new model and spares in stock; French factory trained staff; distributors.—High St., Esher, Surrey. Tel. 4880. [C0345]

1956 model Simca Elysee finished in grey, fitted heater and white wall tyres, works maintained, 37mpg, 80mph, 9,000 miles.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middlesex, Tel. Perivale 5851. [C0395/R]

SINGER

DICKS. 1947 Singer 9hp sports, very fast: £295.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Middlesex Vale 6888-9. [C1072]

SINGER

J. DAVY, Ltd., area dealer.

1956 (Feb.) Hunter de luxe, one owner, 2,000 miles, heater, Rimbellishers, inspection lamp, twin road lamps, leather upholstery, visors, overriders, a new car at considerable saving: £795. [C1069]

180-184 Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3 (Kln. 4215). [C1069]

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, green with fawn upholstering, 2,000 miles: £765. [C1069]

1956 Singer special saloon, green with red upholstering, 2,000 miles: £725. [C1069]

1951 Singer Sports 9hp, L.H.D., twin spotlights: £325 o.n.o.; excellent.—Tel. Ware 562. [C1069]

1953 Singer SM1500 saloon, black with red leather, fitted radio, attractive model: £475. [C1069]

PARKERS (MANCHESTER AND BOLTON), Ltd., Deansgate, Bolton 4098. [C3082]

£315!!!—1950 (reg.) Singer 9 sports 4-seater, immaculate and spotless condition.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley Finchley 6222. [C2052]

1955 Singer Hunter special saloon, blue with blue interior, chauffeur maintained: £695.

PARKERS (MANCHESTER AND BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082]

Sports and

light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

Autocar

specializes in small h.p. cars as well as the larger types.

AREA dealers, new and used models always in stock, spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen 774. [T0743]

345—Singer 9 1951 4AB sports roadster, l.f.a., 3 glass side-screens, very good condition; terms, exchanges.—Rowland Smith, below.

265—excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C1069]

1955—Singer 9 1951 4AB sports roadster, l.f.a., 3 glass side-screens, very good condition; terms, exchanges.—Rowland Smith, below.

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SPORTS CARS

1937 Austin Nippy, good condition: £125; h.p. arranged.—14, Montgomerie Rd., Southgate. [S406]

BENTLEY Speed Six, attractive green saloon body, modern lines, 3.5 axle, many extras; bargain: £225. [S428]

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AUSTIN TA saloon, grey, heater, 1947, £295; Alvis High St., W.14. Western 2312. [C4019]
AUSTIN 70-seater tourer, 1938, £195.
AUSTIN 12 4-seater, 1928, £25; Austin Nippy 7hp 2-seater, 1936, £125.
ASTON MARTIN 2-litre 2/4-seater, 1938, £355;
AUSTON MARTIN 1½-litre International, 1932, £155.
DAIMLER 15hp Mulliner saloon, 1936, £145; Daimler 15hp, open, 1936, £125.
RAZER NSR Le Mans rep. green, 1951, £895; Fiat Gordini 1100cc 2-seater, 1957, £275. [C2065]
FIAT 500 cabriolet, black, 1938, £175; Ford Custom conv. l.h.d. odrive, 1949, £625.
FORD 1490cc 4-door saloon, 1950, £265; Ford Pilot saloon, radio, heater, 1949, £225; R.G. 1500 aerodynamic 2-seater, 1946, £275; H.R.G. 1500 2-seater sports, red, 1936, £275.
HUMBER super Snipe Tickford coupe, 1950, £375; Healey Tickford saloon, 1951, £655.
OVIS-ODYSSEY 1100cc 2-seater, 1951, £195; Lotus Europa 1500cc, Marzal VI, 1951, £545; Lotus Europa 1500cc, Marzal VI, 1954, £395.
AGONDA V12 d/b coupe, maroon, 1939, £395; Legonda 2-litre tourer, green, 1931, £195.
LANCIA Aprilia 15.5 engine, 1937, £255; Lancia Aprilia 15.5 engine, 1938, £195.
MERCEDES-BENZ 500K convertible, 1936, £295; Mercedes-Benz 500K saloon, 1935, £225.
MORGAN Plus 4 2-seater coupe, 1952, £445; Morgan 4/4 2-seater, green, 1950, £365.
MORRIS Minor convertible, black, 1951, £385; Morris Minor, red, 1951, £325.
RILEY 2½-litre sports saloon, 1947, £385; Railton Straight 3 d/h coupe, 1934, £145.
ROLLS-ROYCE Ph. III razor edge, 1937, £700; Rolls-Royce Ph. II saloon, 1931, £245.
ROVER 14 saloon, 1939, £265; Rover 10 saloon, specimen, 1936, £165.
STANDARD 8 saloon, one owner, heater, 1955, £455; Sunbeam-Talbot 10 d/h coupe, 1939, £215.
TRIUMPH TR2, red, one owner, specimen, 1955, £785; TR5, 1958, Roadster, black, 1946, £355.
Vauxhall 10 4-type saloon, 1939, £145.
IMMEDIATE hire purchase and insurance; cars and motor cycles taken in part exchange.
OPEN 9 to 7 week-days, 11 to 4.30 Sundays. Illuminated.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

SINGER 4-std. sports, 1934, excellent engine, re-sprayed red 1955, new hood, immaculate throughout, probably best to be seen; offers over £110. Tel. Wall 8847. [C238]

ANTHONY CROOK—Cooper Bristol racing sports. A this famous car can compete equally successfully in sports or Grand Prix races; any make of saloon taken in part exchange.—High St., Esher, Surrey. Tel. 4580.

Sports Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
SLOCOMBES, Ltd.

We are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4868. [C4017]

CASH immediately for good Sports Cars.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

WANTED urgently.—TA, TC M.G.'s, Morgan 4/4's, XK120's, etc. Write, call or telephone.—Bayswater Cars, 87, St. George's Place, Cheltenham. Tel. 54914, after 5 p.m. 52136. [S420]

MERCURY MOTORS wish to purchase good used sports cars of most types: M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, tel. or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6053-9. [W3014]

Sports Cars Spares and Services
TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.15. Riverside 8291. [U753/R]

STANDARD 8

JACK BOND offers:—£145—1940 d/h coupe, new hood.

VINTAGE AUTOS, 105, Queenway, W.2. Tel. Bayswater 5928 & 5330. [C4078]

EUROPEAN CARS, Ltd., offer:—

1955 (October) Standard 8 de luxe, 4,000 miles, grey, heater, as new, £535.

129. Old Brompton Rd., S.W.7. Tel. 7722. [S211]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1955 Standard Super 8, grey, red Vynalite, very low mileage, in showroom condition; £525.

1955 Standard 8 saloon, black, red interior, heater and other extras; £425.

BERKELEY Sq., London, W.1. Grosvenor 4343. [S435]

ALEXANDER—Laystall high-power conversions for Standard 8. MAZINGLY improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Hadenham, Bucks. Tel. 345. [C1094]

STANDARD 8, '48, tourer, as new, £210.—Mou. 1228. [S217]

£405—1954 Standard 8, grey with blue Tygan up-holstery, loose covers, heater, one owner.

£239—1945 (October) Standard 8 saloon, black, brown leather, heater, maintained in first-class condition, extremely tidy car.—Makin & Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0538. [C3071]

STANDARD 8

1954 Standard 8 saloon, one owner; £420.—Below.

1954 Standard 8 4-door saloon, heater, one owner; £430. Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

£235—1948 Standard 8 saloon, choice also open 4-seater, £225.

AMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. [C2052]

1947 Standard 8 drop head coupe, splendid little car; £225.—King's Cars, Kirkland, S.W.26. Sydenham 6122. [C2065]

G & M ALFRED'S (1954), Ltd.—1956 Standard 8 de luxe, negligible mileage, £675.—St. W.1. Euston 3268. [C1005]

1955 (May) Standard 8, black/red interior, 19,000 miles, twin carburettor conversion at cost of £35, one owner, taxed year; £425.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 70. [C1094]

1946 Standard 8 tourer, in spotless condition throughout, including new hood; a real little beauty, 5 months' written guarantee; £225.

JOHN EWERS MOTORS, 26, Rosslyn Hill, Hampstead, N.W.3. Tel. Swiss Cottage 2020. [S2326]

1955 Standard 8 de luxe saloon, with heater, colour London Rd., Bishop's Stortford. Tel. 181-2. [C4051]

1954 Standard 8 de luxe saloon, blue, one owner, immaculate; £445.—S. Bowen & Son, Hill-side Garage, Edgware. Tel. Edgware 4464. [C1023]

1956 Standard Super 8, only 1,100 miles, registered February 1st; as new; £560.—Red Rica, 58, Battersea Bridge Rd., S.W.11. Battersea 6171. [C2065]

1955 Standard 8 de luxe saloon, heater, guaranteed; £465; terms and exchanges.—Palmers, 3, Russell Gardens, Mews, Kensington, W.14. Park 9704 & 9705. [C1034]

1954 Standard 8 saloon, grey, red interior, heater, moderate mileage, taxed till December, guaranteed; £425.—King's Motors, 1, High St., Hounslow. Tel. 3533. [C2049]

1947 series Standard 8 semi-sports, comet smart, fast; 1215, trade enquiries welcomed; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C5059]

Standard 8 Cars Wanted—**ROWLAND SMITH'S, The Car Buyers**—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

L. DOVE offer:—

1954 Vanguard Phase II, black, overdrive, heater, leather; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

BOON & PORTER, Ltd.

1953 Vanguard, heater, one owner, 35,000 miles, carefully serviced; exceptional; £445.

CASTELNAU, S.W.13 (by Hammersmith Bridge), Riv. 4444. [C1022]

PEDIGREE CARS offer:—

ESTATE Vanguard, 4-door, radio, heater, leather N.W.1. most immaculate; £425-340-2, Euston Rd. N.W.1. Euston 7889. [C5033]

KJ MOTORS, Ltd., offer:—

1955 (model) Vanguard Phase II saloon, in green with lawn upholstery, fitted heater, seat covers, two door, 1954, Rime 1954, red with rubbers, a one owner car supplied by us; £565.

1952 Vanguard, metallic grey with red upholstery, fully used car; £410.

WIDMORE RD., Bromley, Rav. 3456. [S533]

GUY SALMON AUTOMOBILES offer:—

1951 Standard Vanguard saloon, excellent condition; £385.—Portsmouth Rd., Thames Ditton, Emberley 5551-2-3. [C4001]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Vanguard saloon, black, radio, heater, leather, in showroom condition; £550.

1955 (August) Vanguard saloon, black, red leather, heater; £625.

BERKELEY Sq., London, W.1. Grosvenor 4343. [S437]

£455—1953 Standard Vanguard de luxe saloon, virtually new; £385.

£365—1951 Vanguard de luxe saloon, only two owners, excellent condition and value; £365.

L AMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase; 421-423, High Rd., Finchley. [C2052]

1954 (December) Vanguard Phase II saloon, blue and maroon, heater; £525.—Mayfair 5242. [C3030]

1949 Vanguard saloon, 32,000 miles, exceptional; Temple St., S.W.1. 3338. [C4029]

1950 Standard Vanguard saloon, heater, good condition throughout; £335.—Hatton Cross Garage, Feltham, 2176. [C2092]

1952 Standard Vanguard saloon, heater, unmarked; £485.—A. Wen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Colindale 5185. [C3095]

VANGUARD Phase III, grey base with red top, very low mileage, as new; £350.—Beckhill Motor Co., Ltd., Beckhill-on-Sea. Tel. 2000. [S5141]

1952 Vanguard, overdrive, heater, carefully driven, good condition, economical, one owner; £485.—Rhodes, Kelviroft, Bursledon. [S5163]

VANGUARD Phase II, November 1953, heater, 18,000 miles, beautiful condition; £500; terms, exchanges.—White Knight Garage, Ladbrooke 2204. [S5327]

1951 Vanguard, saloon, heater, leather, exceptional; £385.—Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059]

1952 (Aug.) Standard Vanguard, taxed for year, one owner black/beige; £390.—Gear's Garage, Ltd., Charlouth, Dorset. Tel. 8.

1952 Vanguard, recirculated black, one owner, leather, heater, genuine 25,000 miles, guaranteed; £425.—Campbell Symonds, Wembley 6362. [C1037]

1949 (December) Vanguard, black, red heater, radio, etc., immaculate; £225.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2262. [C2068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1951 (September) Vanguard, genuine 29,000 miles, outstanding condition throughout, superb engine, heater; £395, no dealers.—Tel. (business hours) Park 3012. [C5245]

1953 Phase II Vanguard, blue, one careful owner, heater, loose covers, 20,000 miles, superb condition; £485.—Reys Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4412]

£398. Standard Vanguard 1951, leather, heater, celluloid unmarked, choice; many options—Bennimotors, 1, Euston Rd., W.1 (50 yds Holland Park Tube). Park 5066-7. [C1017]

565 gns. Standard Vanguard 1955 model Phase II saloon, leather, screenwashers, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns. Standard Vanguard, December, 1952, leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£395. 1951 Standard Vanguard saloon, loose covers, one owner, lovely condition.—Makin & Harrison Motors, Ltd., 492-496, High Rd., Chiswick, W.4. Chiswick 0588. [C4534]

1952 Vanguard saloon, beautiful condition throughout, one careful owner, mileage only 25,000, must be seen to appreciate, any trial or examination welcomed; bargain at £425 or £215 down, balance 24 months.—Tel. Redhill 3228. [C5465]

1954 Standard Vanguard, Phase II, one owner, green and black, with green upholstery, whole car in first-class condition; £595.—Bells Service Garages, 148, London Rd., Kingston-on-Thames. Kingston 1188. [C1016]

1953 Vanguard saloon, beautiful condition throughout, fitted heater, regularly maintained and serviced, excellent mechanical order, a real joy to drive; offered at the bargain price of £245 or £215 down; any trial or examination welcome.—Tel. Redhill 3228. [C5204]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

ALMOST new Vanguard required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3018/R]

WHY accept less for your Standard Vanguard saloon or estate car when you can get its full market value from:

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [W2006]

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

MARSTON MOTOR CO., LTD. for your Standard.—Tel. Sta. 9000—Seven Sisters Rd., Tottenham. N.15. [081/R]

CASH immediately for good Standard.—H. F. Parsons, 28-34, Uttoxeter High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

Standard Spares and Services

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD spares for all models; largest provincial stockists.—Holmegrave Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (0359/R). Tel. 3229.

Sandard spares, all models from 1935 (rep.-acetate units from 1938); complete overhauls, body repairs, recellularising.—Putlocks, Ltd. (S.W. Survey distributors), Alexandra Terrace, Guildford 5391. [0255/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [0366/R]

MARGATE, Kent.—Service and spares for all M models.—Post enquiries to Northdown Rd., Margate. Tel. Thanet (Distributors), Northdown Rd. [0305/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regents Park Rd., Church End, Finchley 5908-9. [0002/R]

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Studebaker buyers; outright purchase or part-exchange.—345 High Rd., Wembley. Wembley 8691. 2905. [W4015]

Studebaker Spares and Service

EXCHANGE engines and overdrive gear boxes, including hydraulic on post-war vehicles; technical service available.—ALIANCE AUTO CO., 50, Parsons Mead, West Croydon, Surrey. Croydon 1866. [0763/R]

SUNBEAM

ROOTES

HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401.

H. C. PAUL.

1955 Sunbeam Mark III saloon, 8,000 miles, overdrive, heater, radio, loose covers, and many extras; £1,095.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C5040]

JACK ROSE, Ltd., offer:-

1955 model Sunbeam Mark III saloon, Alpine mist overdrive, heater, many extras; most outstanding at £225.—Stafford Rd., Wallington, Surrey. Wallington 6877 and Burgh Heath 2376. [C5056]

SUNBEAM

WARWICK WRIGHT, Ltd., offer:-

1955 Sunbeam Mark III saloon, rose beige, red upholstery, radio and heater, 11,000 miles; £1,095.

1955 Sunbeam Mark III overdrive saloon, rose beige and maroon with beige upholstery, radio and heater, 7,000 miles, £1,45; also in black or grey, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C5045]

GUY SALMON AUTOMOBILES offer:-

1955-6 Sunbeam Mark III saloon, 5,000 miles only, fitted overdrive, radio and overdrive, pay-as-you-go, quite as new; £1,150.—Portsmouth Rd., Thame Ditton, Emberstock 5851-2-3. [C4001]

CARTWRIGHT HAMILTON CARS, Ltd., offer:-

1955 Sunbeam Mark III saloon, radio, heater, overdrive, twin spots, badge bar, low mileage, as new; £1,085.—282, Kensington High St., W.14. Western 0207. [C5067]

6700 miles!—1955 (July) Sunbeam Mk. III saloon, island mist, red leather, radio, heater, overdrive, badge bar, an absolutely genuine car; £1,025.—R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011]

1955 (July) Sunbeam Mark III saloon, Alpine mist, red leather, fitted overdrive, radio, heater, loose covers, etc., one owner, 7,000 miles, as new; £1,025.—Gibson's Sports Cars (Exmouth), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275-6. [C4759]

Sunbeam Cars Wanted

ALMOST new Sunbeam required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8825. [W3016/R]

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:-

1954 Sunbeam Alpine roadster, Alpine mist, red upholstery, 13,000 miles; £975.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

SUNBEAM Alpine 1955, excellent condition, 3,000 miles only, fitted with overdrive, wireless, heater, etc.; £975.

ARTHUR WOOD & SON (MOTORS), Townend Garage, Walsall 5674. [S184]

1954 Sunbeam Alpine special with overdrive, convertible coupe, green, heater, radio, etc., mileage 12,000; £895.

TOBY MOTORS, Main Cross Rd., Great Yarmouth. Tel. 2759-4062. [C5216]

(Sept.) Sunbeam Alpine Special saloon, Alpine mist, red leather, heater, twin spot lamps, overdrive on all 4 gears, maintained and serviced by us since new. £995.

G. E. HARPER, Ltd., London Rd., Stevenage. Tel. 700. [C5171]

£595. 1954 model Sunbeam Alpine 2-seater sports coupe, cream with red upholstery, taxied year, terms.—Slimms Motors, 11, Bennett Rd., Higher Crumpsall, Manchester, 8, Tel. Cheetham Hill 1924. [S1499]

1954 Sunbeam Alpine Special saloon, Alpine mist, red leather, heater, twin spot lamps, overdrive on all 4 gears, maintained and serviced by us since new.

CASH for your Sunbeam-Talbots, any condition.

ACcepted; we settle h.p. or take in part exchange.

Levels of Wood Green, 421, High Rd., N.12. Finchley 6223.

URGENTLY required, 1950-55 Sunbeam-Talbot saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C3695]

SUNBEAM-TALBOT

£585!!—1952 Sunbeam-Talbot 90 Mark II de luxe this vehicle positively looks and runs like small mileage 1955 model; if you try it yourself you will buy it.

AMBBS OF WOOD GREEN (Established 1897), 100 Western Rd., Wood Green, London, N.22. Tel. Wood Green 423, High Rd., Finchley 6222. [C5025]

£295. smart fast car; also 1951 convertible, real good buy at £455; terms and exchanges.—Traynor Motors of East Ham, Grangewood 2530-5834.

SUNBEAM-TALBOT 90 Mark IIA saloon, Alpine mist with red upholstery, 6,000 miles only, one owner, as new; £885.—W. L. Silcox & Son, Pembroke Dock, Tel. Pembroke Dock 345, extn. 243.

365 gns.—Sunbeam-Talbot 10 1948 sports saloon, sliding head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5020]

1954 Sunbeam-Talbot 90 Mark IIA saloon, grey with red upholstery, 20,000 miles, fitted heater, screenwasher, etc., one owner only, in beautiful condition; £775.—Carlton Garage, Streetly, Staffs. Tel. 7528. [C5024]

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

ICHARD & CARR, Ltd., buy Sunbeam-Talbots.—55, Kinnerton St., S.W.1. Belgrave 3711. [W3045]

ALMOST new Sunbeam-Talbot required immediately.—76, Cambridge Rd., Kingston. Kingston 8825. [W3016/R]

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 5612. [W2001]

ACcepted; we settle h.p. or take in part exchange.

Levels of Wood Green, 421, High Rd., N.12. Finchley 6223.

URGENTLY required, 1950-55 Sunbeam-Talbot saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C3695]

SWALLOW DORETTI

SWALLOW DORETTI, 7,500 miles, red, fawn trim, never raced/rallied, unmarked; £775 o.n.o., private sale; h.p. available.—80, Coldbath Rd., B'ham, 14. [S106]

TALBOT

105 Talbot special sports tourer, supercharged, lovely condition; £500.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

£165.—Talbot 10 1938 model sports saloon, black, a very nice example, cheap to clear, terms.

B. & G. MOTORS, 194, Arlington Rd., Croydon B' Town, N.W.1. Guliver 3578. [C1019]

TWO Talbots, one 1934 sixty-five and one 1935 seventy-five, both in wonderful original condition; £85 each; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [S310]

145 gns.—Talbot 1938 3-litre de luxe saloon, sliding head, leather, manual gearchange, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots. 27, Southfields Rd., S.W.18. Vandyke 1612. [C0896/R]

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [C0863/R]

TRIUMPH

DICKS.

1947 Triumph 1800 saloon, just recellulosed; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072]

A1 at Brown's.

1952 Triumph Mayflower saloon, bottle green and leather upholstery to match, heater, many extras, taxied year, a truly magnificent specimen; £1,225.

J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284. [C1025]

CAR MART, Ltd.

1953 Triumph Renown saloon, radio, heater; £495.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

SLOCOMBES, Ltd.

1949 Triumph 2000 Roadster, B.R.G., fine mechanical order; £285; another completely repared, £420; guarantee terms, part exchanges, cars or motor cycles.—39-52, Dudden Hill Lane, N.W.10. Tel. Willesden 4869. [C4017]

L. F. DOVE offer:-

1954 Triumph TR2 colour ice blue, genuine 7,000 miles, with overdrive and luggage racks; £275.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

JACK BOND offers:-

TR2, 1956 series, 4,000 miles, heater, as new; £795.**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Baywater 5929 and 8330. [C4079]

JACK ROSE, Ltd., offer:-

1952 Triumph Renown saloon, green, very attractive; £445.—Stafford Rd., Wallington, Surrey. Wallington 6677. [3056]

B. J. HUNTER, Ltd., offer:-

1951 Triumph Mayflower drop head four-seater, very well maintained and unusual car; £450.—Triumph 2000 Roadster, very fine and original car; £450. [C2040]

CLUBMAN AUTOS, Ltd., offer:-

1949 2000 Roadster, black with red leather, works recommended, engine, extensive overhauls, D.V.C. hood very fine example; £455. [C1095]**138**

142, High St., Tooting, S.W.17. Bal. 3484. [C1095]

CHIPSTEAD MOTORS, Ltd., offer:-

TR2, selection of various models coming into stock; enquiries invited.**CHIPSTEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Phoenix 0052/7255/1515. [C1047/1]**BRADSTOCK MOTORS (EPSOM)** offer:-**1955** Triumph TR2 10in brakes, wire wheels, overdrive, heater, spotlights, reverse light, 10,000 miles on one owner, in as new condition throughout; £795.—Chase Rd., Epsom 5656-7. [C1050]**1948** Triumph Roadster, black, radio, heater, etc.; £455.**1951** Triumph Renown, black, excellent condition throughout, heater, unmarked; £475. [C1050]**THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St., Guildford, 6727/8. [C3059]**1950** Triumph Renown, maroon, heater, two owners; £385.**1951** (Dec.) Triumph Renown saloon, grey, one owner, heater; £415.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]**1948** Triumph 1800 saloon, black, radio; £375.—Odeon Motors, Ltd., Bar, 1144. [C3028]**LATE 1947** 1800 Roadster, overhauled, extras, excellent; £325.—6, Welland Rd., Huddersfield. [5418]**1948** Triumph Roadster 1800, excellent condition, new hood; £385.—Stansted Abbotts 252. [5445]**1953** Mayflower, green, heater, only 24,000 miles, guaranteed; £475.—Campbell Symonds, Wembley 6262. [C1037]**!!! 1955** TR2, B.R.G., one owner, faultless, taxed; £695.—Bruce France, 8a, Cromwell Mews, South Ken, Fla. 0515. [C2086/1]**AZ MOTORS** offer 1950 Renown, beautifully maintained vehicle; £395.—Palmerston Rd., N.W.6. Marl 4723. [C1011]**1950** Triumph Renown saloon, heater, radio, magnificent, guaranteed; £340; payments—Vaughan, 17, Astwood Mews, S.W.7. Frob. 1519. [C4078]**TR2**, 1954 (October), 15,000 miles, exceptional; £645.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [C3045]**1955** TR2 hard top, black, extra seat, heater, unmarked, 10,000 miles, £1,100; accepted; £899.—Tel. Stamford 2571, Rutland. [5156]**1946** 1800 Roadster, beautiful condition, taxed, radio, heater; £345.—6, Station Rd., Handforth, Cheshire. [5403]**1948** Triumph 1800 saloon, just had £150 major haul, executors sale; £350.—Cranleigh Motors, Ltd., Cranleigh 523/4. [5484]**1949** Triumph 2000 Roadster, one owner, exceptional; £445.—Pantiles Service Garage, London Rd., Guildford, Surrey. Tel. 5326. [C3035]**£425** !!!—1952 Triumph Mayflower de luxe saloon, speedometer records 21,000, completely spotless throughout, choice also 1951 and 1953 models; £475. [C3052]**1950** Triumph Renown saloon de luxe, £450. [C3052]**1951** (May) Triumph Renown saloon, maroon with blue trim, heater, seat covers, very attractive car, one owner.—Vincent Greenhouse (Wrexham), Ltd., 3431. [5187]**1953** Triumph Mayflower, black with red upholstery, one owner, excellent condition; £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333.**1952** Triumph Renown saloon, black, brown leather, very low mileage, most attractive; £475.—Coler Garages, Ltd., 42, Worple Rd., S.W.2. Wimbledon 0195; and 15-14, Castle Parade, Ewell, Surrey. [C1054]**RICH SIMONS & Co., Ltd.**—1953 Triumph Mayflower saloon, colour grey, leather upholstery, one owner, immaculate; £445.—93, Gt. Portland St., W.1. Lan. 1343. [C4083]**1954** Triumph TR2, blue, spotlights, tonneau cover; £600.—J. Ashall & Son (Engineers), Ltd., Windmill City Garage, Moss Bank Rd., St. Helens. Tel. St. Helens 4630. [5562]**1956** TR3, heater, Ace Rimbushers, taxed, 2,000 miles only, just run in; cost new £1,010.—Fembury Car Sales, Fembury 394. [5560]

TRIUMPH

1956 TR2, BRG, 1,298 miles, heater, radiator blind, screen washers, wing mirrors, as new, for quick sale; £800.—19, Market St., Loughborough. [5407]**TR2**, adjustable steering, meticulously maintained, never raced, genuine 40 mpg, genuine sale; £725.—Tel. evenings, Anderson, Wenvoe 2555-4. [5361]**!!! 1949** Triumph 2000 Roadster, bronze/red, red hood, taxed Dec., two owners only, unusually smart and attractive; £395.—Bruce France, 8a, Cromwell Mews, South Ken, Fla. 0515. [C2096]**£365** —Triumph Renown 1948 1800, beautifully maintained, tyres as new, small mileage, many others.—Bennimotors, 1, Clarendon Rd., W.11. Park 5086/7 (50yd Holland Park Tube). [C1017]**1954** (June) TR2, heater, luggage rack, P.T.O., radio, reverse and fog lamps, a most carefully cared for car, original tyres, new hood, condition consistent with her mileage; £725.—Tel. 2555-4.**J. DAVY, Ltd.**, 180-4, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]**£389** —1949-50 Triumph Roadster drop head four-seater super, complete, bargain, G.P.T., Ham., Ltd., 26, Balmoral Hill, Balmoral, S.W.12 (100 yds Clapham South Tube). Tel. 1107. [C2024]**1954** TR2, ivory, wire wheels, leather adjustable steering, tonneau cover, beautiful condition, 55mpg; £625; consider exchange or h.p.—17, Danesway, Prestwich, Manchester. Tel. Chestnut Hill 4119. [S165]**1948** Triumph 14/60 Roadster, in black, new play; £325; terms, exchanges—Corner Garage, Gorton St., Blackpool. Tel. 26838. Night, St. Annes 03280. [C2083]**£445** !!!—1951 model Renown saloon, black, beige interior, heater, only 30,000 miles, in wonderful unmarked condition.—Broadway Motors, Hanworth Rd., Ruislip, Middlesex. Hou. 0175/9300. [C1113]**1947** Triumph 1800 Roadster, many extras, including radio, new hood, smart, fast; £235; also 1949 Triumph 2000 Roadster, original £435.—Harrison Four Seasons Garage, 601/605, Kings Rd., S.W.6. Renown 4492. [C3059]**395** —Triumph 1800 1948 Roadster coupe, grey, blue leather, heater, new hood, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C2018]**TRIUMPH** TR2, 1954, B.R.G., wire wheels, overdrive, heater, sliding sidescreens, etc., I.C.C., appearance like new, never been in a rally, 14,000 miles; £750.—Miss Champ, Long Lane, Handforth, Cheshire. Tel. Gatley 5822. [5225]**1950** (Oct.) Triumph TR2 hard top, in grey/black, red leather interior, heater, rad, blind mapreading light, fitted TR3 engine and gear box, special springs and shock absorbers, cost over £1,100, 6,000 miles, one enthusiastic owner; £845.—Hillwood Motors, Mill Hill (London) 4232. [5180]**TRIUMPH** TR2, 1954, B.R.G., wire wheels, overdrive, heater, sliding sidescreens, etc., I.C.C., appearance like new, never been in a rally, 14,000 miles; £750.—Miss Champ, Long Lane, Handforth, Cheshire. Tel. Gatley 5822. [5225]**1953** Austin A40 Countryman, grey, one owner, exceptional; terms, exchanges.—Rowland Smith, Below. [C4013]**2455** estate car, grey, fold-flush rear seating, rear changes; one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013]**1954** (Sept.) Bedford Dormobile, grey, fitted Diesel engined Standard Vanguard estate car, September 1947 4-door estate, one owner, immaculate; £800. [C198]**RIGHTON & BENNETT**, Ltd., Portdown Garage, R. Cosham, Portsmouth. Tel. Cosham 79259. [S305]**BRAEMAR LTD.**, de Jure 1949, 2,000 miles since plate change, good tyres, etc.; £190.—Brook Cottage, Bishops Green, Newbury. [S108]**IMMEDIATE** sale, £550, Bedford Dormobile 1955, 10,000 miles, including extra fittings.—Tel. Hop. 0364. 272, Devon Mansions, Tooley St., S.E. [S1451]**495** —Austin A50 1955 Countryman, grey, one owner, exceptional; terms, exchanges.—Rowland Smith, Below. [C4013]**1953** Austin A40 Countryman estate car, one owner, heater, excellent condition; £450.—Arnotts Garage, Lord Grange Rd., Willesden Green, N.W.10. Willesden 0161. [S1469]**PLYMOUTH**, 1954 Suburban station wagon, metal body, blue, modest mileage, taxed, super condition throughout, one owner, can be seen London; £865/1.—Talbot Garage, Henley-on-Thames 222. [S1413]**G & M ALFRIDS** (1936), Ltd.—1954 Morris Oxford Traveller's, this car is as new condition throughout, one private owner.—5-7, Warren St., W.1. Euston 3268. [C1005]**NEW** Ford 11hp with special coachwork timber framing, new leather shooting brake; also Commer for immediate delivery—Linton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]**BEDFORD** Dormobile by Martin Walter; a few low-mileage models in stock.—Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]**1955** Bedford Dormobile, grey, extras include heated dashboard indicators, one private owner, low mileage; £545.—Brent Cross Garage, Hendon, N.W.4. Spire 1196. [C1097]**£435** —Standard 1951-2 Special Estate Car, 4/6-door, grey, very attractive many extras, very others.—Bennimotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017]**AUSTIN** Sheerline estate car 1951, cost £1,250, 30,000 miles; bargain, £665.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050]**AZ MOTORS** offer utility bargains.—1953 Vanguard 2420 1947 (regd.) Minx, £1451 also 1948 (regd.) Minx 4-door Utility, bargain offer, £7911!—Palmerston Rd., N.W.4. Tel. Mai. 4723. [C1011]

UTILITY CARS

RAYMOND WAY.**RAYMOND WAY OF KILBURN**.**RAYMOND WAY**, the hire purchase specialists.**1954** Bedford Dormobile, full 12-seater, in excellent condition, ideal for camping holidays, extremely economical to run, 479mpg.**HIRE** purchase terms on the spot with no references.**HIRE** no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.**RAYMOND WAY**, 10, Canterbury Rd., Kilburn, N.W.6. 5 Maids Vale 6044 connecting all branches and departments (Kilburn Park Station Bakerloo line, 150 yards).**HENLYS** offer with four months' guarantee:—**1956** Bedford Dormobile, heater, fawn; £725.**1954** Standard Vanguard estate car, grey; £695.**1955** Hillman estate car, heater, fawn; £685.**1955** Hillman Husky estate car, blue; £545.**1955** Austin A50 Countryman, grey; £545.**1955** Land-Rover, standard 86in wheelbase model, heater, green; £535.**HENLYS**, 10, Canterbury Corner, North Circular Rd., Golders Green, N.W.11. Finchley 0061. [S1504]**£355** !!!—1951 Austin A40 utility, proper fold-flat seats, genuine vehicle, in beautiful condition.**£275** !!!—1949 Morris 12hp utility van, in beautiful condition, recently overhauled.**LAMBS OF WOOD GREEN** (Established 1957), 100 High Rd., Wood Green, London N.18. Tel. 0182/422-4223. [C1052]**DIESEL** engined Standard Vanguard estate car, September 1954, low mileage, heater, radio, overdrive, one owner, immaculate; £800.**RIGHTON & BENNETT**, Ltd., Portdown Garage, R. Cosham, Portsmouth. Tel. Cosham 79259. [S305]**1953** Standard 1951-2 Special Estate Car, 4/6-door, grey, very attractive many extras, very others.—Bennimotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017]**1955** Austin A40 Countryman estate car, one owner, heater, excellent condition; £450.—Arnotts Garage, Lord Grange Rd., Willesden Green, N.W.10. Willesden 0161. [S1469]**PLYMOUTH**, 1954 Suburban station wagon, metal body, blue, modest mileage, taxed, super condition throughout, one owner, can be seen London; £865/1.—Talbot Garage, Henley-on-Thames 222. [S1413]**G & M ALFRIDS** (1936), Ltd.—1954 Morris Oxford Traveller's, this car is as new condition throughout, one private owner.—5-7, Warren St., W.1. Euston 3268. [C1005]**NEIL** Ford 11hp with special coachwork timber framing, new leather shooting brake; also Commer for immediate delivery—Linton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]**BEDFORD** Dormobile by Martin Walter; a few low-mileage models in stock.—Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]**1955** Bedford Dormobile, grey, extras include heated dashboard indicators, one private owner, low mileage; £545.—Brent Cross Garage, Hendon, N.W.4. Spire 1196. [C1097]**£435** —Standard 1951-2 Special Estate Car, 4/6-door, grey, very attractive many extras, very others.—Bennimotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017]**AUSTIN** Sheerline estate car 1951, cost £1,250, 30,000 miles; bargain, £665.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050]**AZ MOTORS** offer utility bargains.—1953 Vanguard estate car, £450; 1948 Bedford, spotless. [C2041] 1947 (regd.) Minx, £1451 also 1948 (regd.) Minx. [C1011]**Utility Cars Wanted****R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]**R**OYS always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C1059]**BEDFORD** Dormobile by Martin Walter wanted.—Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]**ESTATE CARS**, Ltd., the utility specialists, urgently require Country estate cars and shooting brakes of all makes and sizes, good prices paid.—22, Upper Richmond Rd., S.W.15. Putney 2276-7. [C1072/R]**VAUXHALL** 10**1947** Vauxhall 10 saloon, black, very good example, £250. [C1017]**VARW MOTORS**, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C1074]**VAUXHALL** 10 (December, 1946), very good condition and well maintained throughout; £300.—Howes, North End, Bassingbourn, Cambs. [S411]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

£145—Fitted new engine and new axle last year; 1937-8 touring de luxe Vauxhall 14 saloon, immaculate appearance, mechanically excellent. Hamps-
stead 7871.

VAUXHALL WYVERN

NEWNHAMS, Ltd.

1956 Vauxhall Wyvern saloon, immaculate; £675. NEWNHAM House, 235-245, Hammersmith Rd., Lon-
don, W.6. Riverside 4646 (9 lines). [C3024]

H. A. SAUNDERS, Ltd., offer:-

1955 Wyvern, grey/cream with red upholstery, radio
and heater; £665. H. A. SAUNDERS, Ltd., 836-842, High Rd., North
Finchley, N.12. Hillside 5278 (8 lines). [C14092]

1952 Vauxhall Wyvern, comet blue, radio, heater,
choice of 5; £425. DOUGLAS CAR SALES, 806, 822, Great Cambridge
Rd., Enfield. Tel. Enfield 3150.

1952 Vauxhall Wyvern, comet blue, radio, heater,
choice of 5; £425. DOUGLAS CAR SALES, 806, 822, Great Cambridge
Rd., Enfield. Tel. Enfield 3150.

£495!!—1953 Vauxhall Wyvern de luxe saloon,
LAMBS OF WOOD GREEN (Established 1897). 100
guaranteed cars; exchanges; hire purchase; 421-
423, High Rd., Finchley 6222. [C2052]

AZ MOTORS offer 1950 Wyvern, nice condition;
£395.—Palmerston Rd., N.W.6. Tel. Mai-
4725. [C1011]

1952 Vauxhall Wyvern, excellent condition through-
out; £465.—Kirkdale Cars, Kirkdale, Syden-
ham, S.E.2. Tel. Kirkdale 6111.

£650—1955 Wyvern saloon, black, heater, one
owner; 7,000 miles only, literally unmarked.
Broadway Motors, Hanworth Rd., Hounslow, Middle-
ton. 0175, 9305. [C1115]

1956 (October, 1955) Vauxhall Wyvern, royal blue,
fitted heater, plastic mats, Nova seal serviced,
small mileage, owner going abroad, must sell; £700.—
20, Westbourne Rd., Fenchurch, near Cardiff, Glamorgan.
[W4018/R]

365 gns—Vauxhall Wyvern September 1949 saloon,
black, faux leather, radio, heater, unmarked;
terms, exchanges; list; open 9-7 week-days and Sat-
urdays.—Rowland Smith, Hampstead (Hampstead Tube),
Hampstead 6641. [C4018]

VAUXHALL VELOX

CAR MART, Ltd.

1954 Vauxhall Velox saloon, heater; £550. CAR MART, Ltd., 16, Uxbridge Rd., W.S. Ealing
6600. [C1039]

SLOCOMBE'S, Ltd.

1953 Vauxhall Velox, black, excellent condition,
fitted heater, one owner; £490; unique guar-
antee; terms, part exchange, car or motor cycle
£8-52; Dudden Hill Lane, N.W.10. Tel. Willesden 5626.
[C4017]

WARRICK WRIGHT, Ltd., offer:-

1954 Vauxhall Velox saloon, blue, grey upholstery,
radio and heater, 19,000 miles; £595.

WARRICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:-

1956 (March) Vauxhall Velox saloon, heater,
licensed to December 31st, 800 miles only,
cost new £875; offered at £795.—Portsmouth Rd.,
Thames Ditton. Emberbrook 5551-2-3. [C4001]

NOV. 1955 Vauxhall Velox, grey, one owner; £490
for quick sale.—Tel. Burton-on-Trent 2126. [L1514]

1954 Velox, grey, one owner, heater, guaranteed;
£575.—Campbell Symonds, Wembley 5626.
[C1037/1]

1954 Vauxhall Velox saloon, metallic green with
green interior, fitted heater, radio and extra;
£595.

PARKERS (MANCHESTER & BOLTON), Ltd., Brad-
shawgate, Bolton 4080. [C5082]

1956 Velox, black, heater, only 2,000 miles, garnet
red as new; £775.—Campbell Symonds, Wem-
bley 5626. [C1037/2]

1954 Vauxhall Velox, one owner; £550.—Le Grice
Elers, 107, Old Brompton Rd., S.W.7. Ken-
sington 2477. [C2055]

1953 Vauxhall Velox, extras, superb condition;
£485.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

£600—1955 Vauxhall Velox saloon, literally as
brand new.—By appointment only K. Over-
thorpe, Guildown Rd., Guildford. Tel. 4882. [S311]

£535—1954 (July) Vauxhall Velox saloon, radio, heater, one
owner, spare unused, immaculate.—Harmer
Green House, Wembley 61. [S4745]

1954 Velox, grey, heater, fog lamp, excellent con-
dition generally; £530.—H. A. Saunders, 144,
Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1953 Vauxhall Velox saloon, green, 18,000 miles,
radio, heater, covers, exceptional; £525.—
Salmons Garages, Ltd., Temple Bar 5538. [C4029]

1950 Velox, well above average condition, many
extras, w/heater; £375.—E. Roberts, The
Stores, Llanbedrach, Anglesey. [S4292]

1953 Velox saloons, choice of 2 one owner cars,
finished green and blue, both fitted heater
and other accessories; £495.—K.J. Motors, Ltd., Brom-
ley. Tel. Ray. 3456. [S380]

£675!!—1955 Velox saloon, black, red interior,
heater, one owner, very low mileage, un-
marked.—G. S. Hall, Ltd., 502, King St., Hammersmith,
W.6. Riverside 2881. [C2100]

Vauxhall Velox Cars Wanted

WHY accept less for your Vauxhall Velox saloon
when you can get its full market value from:
FERRARIS OF CHICHESTER, Ltd., 200-220,
Croydon Road, London, S.W.13. Grafton
2234. Open week-days 8 a.m. to 7 p.m. [W2008]

VAUXHALL CRESTA

VAUXHALL Cresta 1955, 4,200 miles only, one private
owner, just as new; £790.—Eastbourne 5052. [S4553]

VAUXHALL CRESTA

H. A. SAUNDERS, Ltd., offer:-

1955 Vauxhall Cresta saloon, black with brown;
white upholstery, heater; £765.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North
Finchley, N.12. Hillside 5278 (8 lines). [C14092]

COOMBS & SONS (GUILDFORD), Ltd., offer:-

VAUXHALL Cresta, 1955 model, Kingfisher blue/
beach white, genuine 8,000 miles, unmarked con-
dition; £725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057]

1955 Cresta, first reg. Nov. 1954, in due tone
ivory and blue, with leather upholstery, fitted
reversing lights, sunclean and wing mirrors, low
mileage car, in immaculate condition; £725.—
AZ MOTORS, Ltd., Bromley. Ray. 3436. [S5379]

VAUXHALL MISCELLANEOUS

S. SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excel-
lent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [R0117/R]

GRAHAM BROTHERS "Autorama" for quality
tested "used Vauxhall cars: your key to real used
value. Look for the "Autorama" at Graham
Brothers (Motors), Ltd., 799-855, Chester Rd., Streatham
(Trafford 3511). [R0263/R]

Vauxhall Miscellaneous Cars Wanted

R. S. ROWLAND SMITH'S, the car buyers.—Highest cash
price for Vauxhalls.—Hampstead (Tube), N.W.3
Ham. 6041. [W4018/R]

S. SHAW & KILBURN, Vauxhall main dealers.
WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [R0117/R]

ALMOST new Vauxhall required immediately...
A. Morley, 76, Cambridge Rd., Kingston
8885. [I0106/R]

CASH immediately for good Vauxhalls.—H. F.
Edwards, 154, Great Titchfield St., London, W.1.
Tel. Langham 0012. [I0203/R]

VAUXHALLS, post-war models, urgently re-
quired.—Goliath Cars, Ltd., Earls Court Rd.,
S.W.5. Fremantle 6373. [R0479/R]

UBSFORCE required, post- and pre-war Vauxhalls;
cash immediately.—Hamilton Motors (Ldn.), Ltd.,
Vauxhall main dealers, 466-490, Edgware Rd., London,
W.2. Call, write or tel. Paddington 0022. [W2052/R]

Vauxhall Spares and Service

C.A.C. CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged
at manufacturers' repair rates; complete rebuilt
Vauxhall electrical and mechanical components;
starters, distributors, etc., exchanged up to 50% manufacturers'
list price; radiator exchange service and all other
repairs to your Vauxhall or Bedford at:-

BEDFORD House, 380-388, London Rd., Croydon,
Tel. Thornton Heath 3276 (14 lines). [C2005/R]

VAUXHALLS—Reconditioned service units available
from stock.—Kingsthorne Garage, Ltd., 50,
Harborough Rd., Northampton. Tel. 4287-8. [C1733]

CASS'S MOTOR MART.—1954 Volkswagen Microbus,
brown and fawn, brown upholstery, 9-passenger;
heater; 2775; written guarantee.—5, Warren St., W.1.
Eng. 2775; written guarantee.—5, Warren St., W.1. [C10460]

V&F MONACO MOTORS, the Volkswagen specialists,
offer you their unique experience obtained in 6 years of servicing and repair of
Volkswagen cars.

V&F MONACO MOTORS.—1954 de luxe sun roof
saloon, silver blue, one owner, 13,000 miles;

E25. [C2025]

V&F MONACO MOTORS.—1954 de luxe sun roof
saloon, beige. H.M.V. radio, 21,000 miles;

E25. [C2095]

MONACO MOTORS.—1954 de luxe saloon, bronze,
15,000 miles. H.M.V. radio; £585.

MONACO MOTORS.—1953 de luxe sun roof
saloon, beige, immaculate, one owner; £535.

MONACO MOTORS.—1953 de luxe sun roof,
beige, extras taxed to end of year; £515.

MONACO MOTORS.—1957 Standard saloon,
black, L.H.D. reconditioned engine; £295.

MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [C10464]

1956 series sun roof de luxe, 1,900. Undersealed.
Ace Rimbellers, as brand new; £20 under
list; also 1957 series, beige, immaculate; £29.
Pentre Ave., Lechlade 66007. [C1029]

VOLKSWAGEN, 1955, de luxe, sun roof, one owner,
nominal mileage, many extras, including radio, as
new; £650.—Humphrys (Oxford), Ltd., 39, St. Clements,
Oxford. Tel. Oxford 2719. [C1008/R]

VW sports cars, new second-hand, or you can have
your own converted; cruise at 60mph, while doing
35mpg; only suppliers.—West Essex Engineering Co.,
Ltd., Abriots, Theydon Bois 777. [C1047/R]

1953 (Aug.) Volkswagen de luxe saloon, excellent
condition, mileage only 15,000, spot account.
lamps, taxed December; £475.—A.P.T. Ltd., Falcon
Works; London Rd., Isleworth, Middlesex. [Bounslow 0211]. [C2015]

1947 specially renovated 1947 Volkswagen, re-
chromed body, reconditioned green, de luxe
fittings, appearance as new; £265. no deposit.
16, Walkfield Drive, Epsom Downs, Surrey. Heath
1031. [C1516]

VOLKSWAGEN, September 1954, surgeon's second
car, 19,000 miles, Westex Conversion engine.
original type exterior, many extras, chrome, im-
maculate and mechanically perfect; £375.—Barling,
Market Deeping. Tel. 562. [C10105]

ANTHONY CROOK.—1955 (July), one owner, who
has had every conceivable extra and modification fit-
ted, including full Willys conversion for high speed
(over 90mph claimed); rev counter, parcel tray, radio,
special Marchal headlamps, foglamps, spotlights,
reversing light, spare petrol tank, special tool container,
Michelin X tyres. High St., Bexhill, Sussex. Tel. 4580.
[C1062]

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel.
Ripley 2361.—All years and models. [C1080/R]

WE have a customer for your 1955/56 car.—Tel.
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[C0263/R]**R**EPAIRS (supervision Mr. Tarrant, diploma VW Eng. Tech.) Express twin cylinder conversion giving astonishing acceleration. £59 (trade discount); seat covers, £5; exterior sun visor, £4/15; car bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. [C4100]**WOLSELEY****E**USTACE WATKINS, Ltd., the sole London distributor, 1955 Wolseley 4/44 saloon, black, one 8000 miles. 1955 Wolseley 4/44 saloon, black, one owner, beautiful condition; £775.**A**LSO offer another 1955, grey; 1954, maroon.**1955** Wolseley 6/80, black, excellent condition; £425. [C425]**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951; 399, London Rd., Croydon, Thornton Heath 4285; or 12, Chelsea Manor St., S.W.3. Flaxman 8181. [C4046]**JACK BOND** offers:**£95**—1939 Wolseley 18 saloon.**V**INTAGE AUTOS, 106, Queensway, N.2. Tel. Hayeswater 5929 and 8330. 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A30 Countryman, choice of colour, with or without heater.—Chain Garages, Ltd., Hanger Lane, Ealing, W.5. Tel. Perivale 44045. [C1043]

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AUSTIN A30 2-door saloon, grey and red upholstery: £541/7. 99 Westminster de luxe saloon: £649/7.—Brew Brothers, Ltd., 133, Old Brompton Rd., N.W.3. Freeland 5553. [N1083]

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[IN1100]

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CONQUEST de luxe saloon on view; early delivery all models.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampshire (Tube), N.W.3. Hampstead 6041. [0386/R]

SMITH MOTORS OF DULWICH for Daimler. [0384/R]

DORKING MOTOR Co., Ltd., distributors, Daimler specialists; early delivery all models.—Dorking 2256. [IN1068]

SIDNEY MARCUS, Ltd., for your new Daimler.

Sacredited agents; first class after service.—35, Sloane St., S.W.1. Tel. 5721. [IN3006]

D.K.W.

SOLE D.K.W. concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Frazier Nash Cars, Isleworth, Middlesex. Hounslow 0011. [IN2015]

B. H. PEACOCK, Ltd., main Ford dealers.—Sales & service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. [Balham 1271 (10 lines)]

FORD CONSUL Mk. I, Dorchester grey, red & green, 1955 model, 1000 c.c. 4-door saloon.—[0390/R]

WEST LONDON MOTORS—Ford Consul and Popular now in stock, all facilities.—205, Fulham Palace Rd., W.6. Ful. 0066. [5189]

NEW Ford Consul saloon, green, with beige interior, heater etc.; price £759/-—J. T. Leavesley, Ltd., Alrewas, Burton-on-Trent. Tel. Alrewas 354/5. [4969]

ALMOST the whole Ford range amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3566. [0384/R]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales & service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. [Balham 1271 (10 lines)]

CONSUL, green, p.v.c. heater; £724/7, ex works; available for immediate delivery.—Kingsthorpe Garage, Ltd., 50, Harborough Rd., Northampton. Tel. 4397-8. [1074]

KD M of Popular, Anglia and Prefect, enquiries invited for the Three Graces.—9, Albermarle St., London W.1. Gra. 5551. [IN2054/R]

PEOCOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales & service; insurance.—Snowdown 130, Sandgate, S.E.13. Tel. Folkestone 51222 (3 lines). [0364/4]

R. C. WIMBUSH, Ltd., Ford stockists, offer immediate delivery of the Zodiac Zephyr and Consul saloons; part exchanges and h.p. facilities.—312, Eboris Court Rd., London, S.W.5. Frensham 8401. [IN4056]

MANN, EGERTON & Co., Ltd., Ford main dealers, offer Consul convertible (new) finished in Dorchester grey, red hide upholstery, with better, manually operated type, immediate delivery.—Mann, Egerton & Co., Ltd., 37, Surrey St., Norwich. [4968]

YOU couldn't do better than secure immediate delivery of your Consul Zephyr or Zodiac saloon, also delivery of your Popular, Popular saloon, etc.; please; your inspection invited of new Consul Series II; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Glencorse 2234. Open week-days 8 a.m. to 7 p.m. [02008]

FORD

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; delivery on payment of 1/4 deposit; cars, motor cycles and 3-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0779/R]

FORD Consul saloon, Canterbury green; £705/7.

FORD Popular; £243/17.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frensham 3333. [IN1068]

DILDARS MOTORS, Ltd., Acre Lane, Brixton.

Mall Ford models.—Brixton 6451-2-3-4.

OVERSEAS residents, enquiries Export Dept.—Macaulay 3201. [0384/8]

STEARNS & CO. (CAR SALES), Ltd.—Ford Prefect in stock.—254, Brompton Rd., S.W.5. Ken. 61120. [5121]

STEARNS & CO. (CAR SALES), Ltd.—Zodiac Mk. I in fawn/grey.—254, Brompton Rd., S.W.5. Ken. 61120. [5121]

COULDSOM, H. Harmer (Couldeston), Ltd., retail dealers, 272, Chipstead Valley Rd., Couldeston Downland 2255. [0390/R]

NEW Ford Consul saloon Mk. I, Dorchester grey, red & green, 1955 model, 1000 c.c. 4-door saloon.—[0390/R]

WEST LONDON MOTORS—Ford Consul and Popular now in stock, all facilities.—205, Fulham Palace Rd., W.6. Ful. 0066. [5189]

NEW Ford Consul saloon, green, with beige interior, heater etc.; price £759/-—J. T. Leavesley, Ltd., Alrewas, Burton-on-Trent. Tel. Alrewas 354/5. [4969]

ALMOST the whole Ford range amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3566. [0384/R]

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NEW Ford Consul saloon Mk. I, Dorchester grey, red & green, 1955 model, 1000 c.c. 4-door saloon.—[0390/R]

WEST LONDON MOTORS—Ford Consul and Popular now in stock, all facilities.—205, Fulham Palace Rd., W.6. Ful. 0066. [5189]

NEW Ford Consul saloon, green, with beige interior, heater etc.; price £759/-—J. T. Leavesley, Ltd., Alrewas, Burton-on-Trent. Tel. Alrewas 354/5. [4969]

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NEW Ford Consul saloon, green, with beige interior, heater etc.; price £759/-—J. T. Leavesley, Ltd., Alrewas, Burton-on-Trent. Tel. Alrewas 354/5. [4969]

ALMOST the whole Ford range amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3566. [0384/R]

F

NEW CARS FOR SALE

HILLMAN

HILLMAN MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. [0680/R] (5 lines).

S. SMITH AUTO CO., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. [0688/R] (5 lines).

HILLMAN Minx de luxe saloon, olive green/pearl grey/fawn upholstery, pearl grey/summer blue/red upholstery, thistle grey/corinth blue/blue/grey upholstered, golden beige/red upholstery; £743/17 incl. [0688/R] (5 lines).

HILLMAN Minx coupe, burgundy/l.t. fawn upholstery, black hood; £811/7 incl. p. tax; Hillman Californian Tyrolean green/forest green with lt. green upholstery; £826/7 incl. p. tax.—Herbert Rodger Ltd., Cambridge. Tel. 4461. [5195]

HUDSON

LATEST model new Hudson Rambler saloon, colour duo blue, carrying full maker's guaranteed list price £1,900; what offers?—Walton-on-Trent Sales, Ltd. 86, Terrace Rd., Walton-on-Trent. [5244]

SPIKINS (TWICKENHAM), Ltd., the Hudson distributor, offer immediate delivery of Hudson Rambler and Cross-Country Station Wagons; imported direct from America; r.h. drive; all Hudson spares and services available at

SPIKINS, 83-101 Heath Rd., Twickenham. Tel. Popengrove 1035-6-7-8. [0476/R]

HUMBER

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailer, for prompt delivery of all models; 1956 range on view at our showroom; demonstration cars available; part exchanges; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 8281 (4 lines). [0792/R]

HUMBER Hawk, saloon, electric green and fawn, overdrive, unregistered; £1,141.

HUMBER Super Snipe saloon, Baltic blue and grey, new and unregistered; offered at £1,250.—John Trigg, Ltd., Esher 2255.

BARNETT area—Humber main dealers—Hadley Green Garages, Ltd., 202-204 High St., Barnet 0352. [0412/R]

S. SMITH MOTORS OF DULWICH for Numbers 10-12 Barry Rd., S.E.22. Tel. New Cross 6611. [0843/R]

HUMBER Hawk—Try Motorists (London), Ltd., Great North Rd., East Finchley Station. [05018]

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 5855. [0720/R]

S. SMITH AUTO CO., Ltd., area dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon—145, London Rd., Croydon. [0987/R] (5 lines).

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributor.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). [0153/R]

S. STURGEON, Leicester.

JAGUAR distributors and specialists.

SELECTION of Mark VII M saloons, automatic or overdrive transmission; XK140, all models—118, Charles St. Tel. 20033. [0170/R]

H. BEART & Co., Ltd.

JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars—102, London Rd., and High St., Kingston-on-Thames. [01931]

HALLS (FINCHLEY), Ltd.

NEW Jaguar XK140, open 2-seater, immediate delivery, unregistered; £1,595.—Hillside 1044. [0416]

R. ROWLAND SMITH'S for Jaguar.

MARK VII with automatic transmission on view, early delivery all 5½-litre models.

PART exchanges; Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Tube), N.W.3. Hampstead 6041. [04018]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Jaguar Mark VII, pastel green, fitted overdrive.

NEW Jaguar Mark VII, suede green, fitted overdrive.

NEW Jaguar Mark VII, lavender grey, fitted overdrive.

NEW Jaguar Mark VII, birch grey, fitted overdrive.

NEW Jaguar XK140 drop head coupe, pearl grey, fitted overdrive.

ALL these cars are £100 under the present list price being pre-budget.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [01057]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers, Bromley 3456. [0236/R]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar area dealers.

MAIN agents for South West Surrey.—St. Catherine's Garage, Guildford 62907. [0244/R]

S. SMITH MOTORS OF DULWICH for Jaguar—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0842/R]

JAGUAR Mark V saloon, S.R.G., automatic transmis-

sion, £1,503/7. Brew Brothers, Ltd., 135 Old Brompton Rd., S.W.7. Freemantle 3333. [01063]

JAGUAR

DAVIES MOTORS, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—275, London Road, Staines. Staines 4211-5. [N1080]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 4813. [0439/R]

KDM & CHERRINGTON, Ltd.—Mark VII saloon, black red overdrive at pre-Budget price, inquiries invited for other models.—4, Albemarle St., London, W.1. Gro. 5551. [N2054/R]

A. CLAND & TABOR, Ltd., Welwyn, Herts.—By-Pass, Herts 481/3/5, offer immediate delivery XK140 d/h coupe, pastel green, pre-budget price, maximum h.p. terms, £4 down, balance over 2 years. [N1001]

SIDNEY MARCUS, Ltd.—New Jaguar Mark VII M. overdrive, at pre-budget price, also all models for immediate or early delivery, including the new 2.4-3.5, Sloane St., S.W.1. Belgrave 3721. [N1011]

JENSEN

MICHAEL CHRISTIE MOTORS, Wholesale and Retail.

NEW 1956 541 saloon available, list price.

NEW 1956 Interceptor saloon available, list price.—Bicester Rd., Aylesbury, Bucks. Tel. 4727. [N1094]

JOWETT

O'DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N5282/R]

KAISER

KAISER—Sole Concessionaires for Great Britain; sales, spares.—Stock Griffiths, London, S.E.2. [0300/R]

LANCIA

JOHN S. TRUSCOTT, Ltd., the oldest Lancia agents; delivery from stock.

173, Westbourne Grove, W.11. Bayswater 4274.

LANCIA—For catalogues and details apply Lancia (England) Ltd., Lancet Works, Alperton, Wembley, Middx. Tel. Perivale 5636. [0289/R]

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributed for Surrey, Middlesex and London, 91-95, Fulham Rd., S.W.5. Kensington 4856. [N4028]

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

IMMEDIATE delivery of most types; our demonstration cars are here for you to drive, including the latest models; we can supply for export and re-export; this car surpasses all previous standards.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

LONDON.

TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—242, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grovesnor 6861). [N4051]

WELVYN SALES DEPOT, Ltd.

HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

BURNS STATUS GARAGE, Ayr 3328, main agents for Ayrshire.—Early delivery all models. [N0481/R]

WOKING MOTORS, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057]

ONE only 220A saloon left at pre-Budget price—Nixon's Garage, Hassell St., Newcastle, S.E.1. Tel. 69154 & 64367. [S303]

GALT OF GLASGOW, Distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.S. [0884/R]

MIDLAND Counties' distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361. [0161/R]

MERCEDES-BENZ model 180, in lovely cherry red, just in from Stuttgart; list price, magnificent car.—Black & White Garage, Tel. 3511, Harrington, Evesham. [0265]

NORFOLK, Cambridgeshire and Suffolk distributors of Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons Ltd., Stowmarket.

LOCKHART'S SERVICE DEPOT for sales and service.—Chiltern Rd., Dunstable. Tel. 114. [0496/R]

COMFORDS for the new KR200 Messerschmitt; exchanges; terms; send for particulars.—Oxford House, Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5531 (6 lines). [N916]

MESSERSCHMITT

LOCKHART'S SERVICE DEPOT for sales and service.—Chiltern Rd., Dunstable. Tel. 114. [0496/R]

COMFORDS for the new KR200 Messerschmitt; exchanges; terms; send for particulars.—Oxford House, Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5531 (6 lines). [N916]

M.G.

EPSOM.

THE WOODCOKE MOTOR Co. Ltd.

M. G. retail dealers.

TELEPHONE Epsom 1234.

S. SMITH MOTORS OF DULWICH for M.O.s.—285, Rye Lane, S.E.15. Tel. New Cross 6767. [0312/R]

MORRIS Isis Traveller; £1,013/17 (old price).—F. L. Crammore, Ltd., Tel. 2040 Potters Bar. [N1062]

MORRIS Isis Traveller; £1,013/17 (old price).—F. L. Crammore, Ltd., Potters Bar 2040. [N1062]

JACK ROSE, Ltd., Morris agents.—Morris Cowley, old list price; 181 St., Banstead, Surrey. [N0319/20023]

M. G. 1500 for delivery shortly.—Godfrey & Smith, Distributors, Holywell Hill, St. Albans 2136. [14686]

MORGAN Plus Four with TR2 engine.—Tr2 Motorists (London), Ltd., Green North Rd., Finchley Station N.2. Tudor 2301-2. [N2038]

ASYL 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 15700, 15800, 15900, 16000, 16100, 16200, 16300, 16400, 16500, 16600, 16700, 16800, 16900, 17000, 17100, 17200, 17300, 17400, 17500, 17600, 17700, 17800, 17900, 18000, 18100, 18200, 18300, 18400, 18500, 18600, 18700, 18800, 18900, 19000, 19100, 19200, 19300, 19400, 19500, 19600, 19700, 19800, 19900, 20000, 20100, 20200, 20300, 20400, 20500, 20600, 20700, 20800, 20900, 21000, 21100, 21200, 21300, 21400, 21500, 21600, 21700, 21800, 21900, 22000, 22100, 22200, 22300, 22400, 22500, 22600, 22700, 22800, 22900, 23000, 23100, 23200, 23300, 23400, 23500, 23600, 23700, 23800, 23900, 24000, 24100, 24200, 24300, 24400, 24500, 24600, 24700, 24800, 24900, 25000, 25100, 25200, 25300, 25400, 25500, 25600, 25700, 25800, 25900, 26000, 26100, 26200, 26300, 26400, 26500, 26600, 26700, 26800, 26900, 27000, 27100, 27200, 27300, 27400, 27500, 27600, 27700, 27800, 27900, 28000, 28100, 28200, 28300, 28400, 28500, 28600, 28700, 28800, 28900, 29000, 29100, 29200, 29300, 29400, 29500, 29600, 29700, 29800, 29900, 30000, 30100, 30200, 30300, 30400, 30500, 30600, 30700, 30800, 30900, 31000, 31100, 31200, 31300, 31400, 31500, 31600, 31700, 31800, 31900, 32000, 32100, 32200, 32300, 32400, 32500, 32600, 32700, 32800, 32900, 33000, 33100, 33200, 33300, 33400, 33500, 33600, 33700, 33800, 33900, 34000, 34100, 34200, 34300, 34400, 34500, 34600, 34700, 34800, 34900, 35000, 35100, 35200, 35300, 35400, 35500, 35600, 35700, 35800, 35900, 36000, 36100, 36200, 36300, 36400, 36500, 36600, 36700, 36800, 36900, 37000, 37100, 37200, 37300, 37400, 37500, 37600, 37700, 37800, 37900, 38000, 38100, 38200, 38300, 38400, 38500, 38600, 38700, 38800, 38900, 39000, 39100, 39200, 39300, 39400, 39500, 39600, 39700, 39800, 39900, 40000, 40100, 40200, 40300, 40400, 40500, 40600, 40700, 40800, 40900, 41000, 41100, 41200, 41300, 41400, 41500, 41600, 41700, 41800, 41900, 42000, 42100, 42200, 42300, 42400, 42500, 42600, 42700, 42800, 42900, 43000, 43100, 43200, 43300, 43400, 43500, 43600, 43700, 43800, 43900, 44000, 44100, 44200, 44300, 44400, 44500, 44600, 44700, 44800, 44900, 45000, 45100, 45200, 45300, 45400, 45500, 45600, 45700, 45800, 45900, 46000, 46100, 46200, 46300, 46400, 46500, 46600, 46700, 46800, 46900, 47000, 47100, 47200, 47300, 47400, 47500, 47600, 47700, 47800, 47900, 48000, 48100, 48200, 48300, 48400, 48500, 48600, 48700, 48800, 48900, 49000, 49100, 49200, 49300, 49400, 49500, 49600, 49700, 49800, 49900, 50000, 50100, 50200, 50300, 50400, 50500, 50600, 50700, 50800, 50900, 51000, 51100, 51200, 51300, 51400, 51500, 51600, 51700, 51800, 51900, 52000, 52100, 52200, 52300, 52400, 52500, 52600, 52700, 52800, 52900, 53000, 53100, 53200, 53300, 53400, 53500, 53600, 53700, 53800, 53900, 54000, 54100, 54200, 54300, 54400, 54500, 54600, 54700, 54800, 54900, 55000, 55100, 55200, 55300, 55400, 55500, 55600, 55700, 55800, 55900, 56000, 56100, 56200, 56300, 56400, 56500, 56600, 56700, 56800, 56900, 57000, 57100, 57200, 57300, 57400, 57500, 57600, 57700, 57800, 57900, 58000, 58100, 58200, 58300, 58400, 58500, 58600, 58700, 58800, 58900, 59000, 59100, 59200, 59300, 59400, 59500, 59600, 59700, 59800, 59900, 60000, 60100, 60200, 60300, 60400, 60500, 60600, 60700, 60800, 60900, 61000, 61100, 61200, 61300, 61400, 61500, 61600, 61700, 61800, 61900, 62000, 62100, 62200, 62300, 62400, 62500, 62600, 62700, 62800, 62900, 63000, 63100, 63200, 63300, 63400, 63500, 63600, 63700, 63800, 63900, 64000, 64100, 64200, 64300, 64400, 64500, 64600, 64700, 64800, 64900, 65000, 65100, 65200, 65300, 65400, 65500, 65600, 65700, 65800, 65900, 66000, 66100, 66200, 66300, 66400, 66500, 66600, 66700, 66800, 66900, 67000, 67100, 67200, 67300, 67400, 67500, 67600, 67700, 67800, 67900, 68000, 68100, 68200, 68300, 68400, 68500, 68600, 68700, 68800, 68900, 69000, 69100, 69200, 69300, 69400, 69500, 69600, 69700, 69800, 69900, 70000, 70100, 70200, 70300, 70400, 70500, 70600, 70700, 70800, 70900, 71000, 71100, 71200, 71300, 71400, 71500, 71600, 71700, 71800, 71900, 72000, 72100, 72200, 72300, 72400, 72500, 72600, 72700, 72800, 72900, 73000, 73100, 73200, 73300, 73400, 73500, 73600, 73700, 73800, 7

NEW CARS FOR SALE

MORRIS

TURN facts into action by taking immediate delivery now of your new Morris Oxford saloon. Minor saloons for early delivery, current market value for your present car subject to inspection.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.1. Open 224. Open week-days 8 a.m. to 7 p.m. [N2008]

LAWKESTER ENGINEERING Co. Ltd., officially appointed sellers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 5151-6. [0284/R]

S. SMITH & HUNTER, Ltd., specialists. Car and service agents; fullest facilities; certain models immediate delivery; exchanges, deferred terms.—376-8, Kensington High St., W.14. Western 2312. [N1041/R]

S. SKINNS (TWICKENHAM), Ltd., 85/101, Heath Rd., Twickenham, Middlesex. Tel. Popesgate 1055-6-7-8. [S130]

M. MEMES & MEMES, Ltd. (est. 1895).—Direct Morris specialists for over 30 years, offer immediate delivery all models, many at old prices, with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040/6643. [N2012]

NASH

SOLE concessionaires for all Nash models, r.h.d. available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 3358. [0362/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

G. GROSENTHOR GARAGE, Burnage Lane, Manchester, G. 19. Rus. 2674-5. [0199/R]

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co. Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 3400. [0750/R]

PANHARD

A REVELATION in motoring! Up to 65 m.p.h. and 47mpg, 6 seats flat floor, amazing acceleration, superior road holding, safety, comfort. Appearance overdrive; try the aerodynamic 4200cc all-concave f.t.d. Daimler saloon, agent's enquiries invited (Home Market, U.S. Forces sales). Export.—Tarrant & Fraser, 10, Winchester Mews, London, N.W.3. Primrose 6159.

PARAMOUNT

THE new and more powerful Paramount 1½-litre drop head coupe, now available for delivery. FULL particulars from Camden Motors, Ltd., Leigh-on-Sea, Essex. Tel. 2041. [N1035]

PEUGEOT

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0686/R]

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors, Sussex and South Coast. [0306]

PEUGEOT, Worthing, East Sussex, South Wilts and Hants. Tel. Beaconsfield 53267. Immediate delivery: dealers wanted, territory available. [N1030]

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey and East Hants. North and East Sussex, immediate delivery: dealers wanted, territory available. [N1035]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles, other than the districts within the counties of Surrey and Kent. 127, High St., Croydon. Tel. Croy. 7211/7217. [0391/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R]

PORSCHE

Sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT

R. ROWLAND SMITH'S for Reliant. IMMEDIATE delivery, choice of colours.

PART exchanges. Confidential h.p. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

RENAULT

RAYMOND WAY. FOR your Renault 750cc saloon for immediate delivery on $\frac{1}{2}$ deposit.—Kilburn Bridge, N.W.8. Maida Vale 5044. Open to 8 p.m. 6 days a week. [0777/R]

RUDDS OF WORTHING—Main agents offer quick deliveries.—Adj. Central Station, Worthing 7773-4. [0687/R]

FRED GUY for new Renaults, immediate delivery: terms and exchanges.—198, King St., W.C.1. Reg. side 5131. [0085/R]

W. WILLIAMS, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distri-butors 1909. [N4070]

EXCHANGE your car for the economical Renault. We offer our part exchange and h.p. facilities, tel. or write to:—

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassador 2296. [N2033]

METROPOLIS GARAGES, Ltd., offer for immediate delivery the most complete range of cars.—Earls Court Rd., London, S.W.5. Western 4544-5. [0626]

RENAULT makes and service, immediate delivery of all luxury saloons in all colours; h.p. arranged.

—Wither & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0166/R]

RENAULT

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Gt. West Rd., Brentford, Middlesex. Ealing 8841. [N1061]

COX'S MOTORS of LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Fregate in stock available for demonstrations; generous part exchanges and terms. Tel. 60319. [N1059]

Cox's Motors, Conduit St., Leicester. Tel. 60319. [N1059]

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belize Rd., N.W.6. Tel. May 5555. [N1010/R]

RILEY

EPSOM, THE WOODCOTE MOTOR Co., Ltd..

RILEY Retail Dealers.

TELEPHONE Epsom 1234.

JHON S. TRUSCOTT, Ltd., for Riley Pathfinder. [0661/R]

IMMEDIATE delivery at pre-increased price.—173, Westbourne Grove, W.11. Baywater 4274. [N1043]

SMITH MOTORS OF DULWICH for Riley Pathfinder. [0532/R]

RILEYS—Try Motorkists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N1018]

KDM & CHERINGTON, Ltd.—Immediate delivery of Pathfinder saloon.—Albemarle St., London, W.1. Grosvenor 5551. [N2054/R]

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder, early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R]

ROLLS-ROYCE

CAR MART, Ltd.,

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [N1044]

GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 51682. [0620/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 338-42, Peter St., Manchester, 2. Deansgate 6871. SERVICE STATION: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0561/R]

ROVER

HEMLYS, England's leading motor agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

ROVER.

DODSON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 0114. [N1028/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 6209-7. [0245/R]

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers. Bromley. Rav. 3456. [0287/R]

EXHILL—F. Dodson, Ltd., Rover distributor, Sackville Garage, Middlesex Rd., Tel. 2328-2. [N1051/R]

CROYDON Main Agents, Leatherhead's Garage, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0001/R]

DORKING MOTOR Co., Ltd., main dealers; all models for immediate or early delivery.—Dorking 2256. [N1026]

DORKING MOTOR CO., Ltd., main dealers; all models for immediate or early delivery.—Dorking 2256. [N1026]

KDM & CHERINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., London, W.1. Grosvenor 5551. [N2054/R]

CATERHAM I.M. Purley and district, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2384. [0284/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 3182. [0001/R]

THE whole Rover range amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

METROPOLIS GARAGES, Ltd., offer Rovers and Land-Rovers for immediate and early delivery. 45, Earls Court Rd., Wcs. 4544. [0107/R]

STEARN'S & CO. (CAR SALES), Ltd., of South Kensington, for your new Rover; all models in stock.—254, Brompton Rd., S.W.3. Ken. 0081. [0107/R]

WATFORD and district.—Harris-Mays & Co.

Delivery enquiries invited; main dealers since 1933.—Ave of "Herts" Garage, Watford 4026. [01071/R]

NEW CARS FOR SALE

STANDARD

STEARNS & CO. (CAR SALES) Ltd., for Standard. FAMILY 6, blue: £554. Super 6, grey: £623. 10 estate car: £725. 10 pick-up with cover: £440. 10 254, Brompton Rd., S.W.3. Ken. 0081. [1519]

IMMEDIATE delivery Standard 8s and 10s, all models.

LONDON & COUNTIES MOTOR MART, Ltd., 79-91, New Kings Rd., Fulham, S.W.6. Renown 1135. [1067/R]

LANKESTER ENG. Co., Ltd., 80-83, Victoria Rd., Surbiton, Elm, 1184/5.

STANDARD and Triumph distributors in Surrey since 1911; can give immediate delivery of most models; demonstration cars available; exchanges and part exchange terms. [0402/R]

STANDARD 8 family saloon, grey: £554/17. Salmons Garages, Ltd., Temple Bar 3358. [N4028]

STANDARD 10 family saloon, beige: £614/17. Salmon's Garages, Ltd., Temple Bar 3358. [N4028/1]

SSMITH MOTORS OF DULWICH for Standards—10I, Barry Rd., S.E.22. New Cross 6611. [0315/R]

JACK ROSE, Ltd. for your new Standard—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2576. [N3056]

STANDARD 8 saloon—Try Motourists (London) Limited, North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 10 saloon—Try Motourists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 8, 10 6cwt pick-up truck, immediate delivery—Prairie Motors, 229, Lewisham High St., S.E.13. Lee 1051. [N3063]

SDNEY MARCUS, Ltd., official Standard and Triumph agents—All models for early delivery—53, Moane St., S.W.1. Belgrave 3721. [N3006]

STANDARD car specialists in salaks and service; delivered term—James Motors, 10, Gloucester Road, London, N.W.2. Gloucester 2480. [0431/R]

CARR'S SALES, Ltd., Standard House, South End, Croydon, Cro. 5088. Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

IMMEDIATE delivery Triumph TR2 pre-Budget price, part exchange welcomed—Kirkeids Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128. [N2068]

HILLWOOD MOTORS for Triumphs—TR2 for immediate delivery; your car can taken in part exchange; easy h.p. terms—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [3913]

STANDARD & Triumph (distributors in Surrey since 1911) immediate delivery TR2 models, choice of colour, demonstration available—Lankest Engineering Ltd., 80-83, Victoria Rd., Surbiton, Elm, 1184/5. [0893/R]

SPINKS (TWICKENHAM) Ltd., 83/101, Heath Rd., Twickenham, have still available one only Triumph TR2 in signal red at pre-Budget price; list £886, represents a saving of over £50 on to-day's price. Tel. Popescroft 1035-6-7-8. [1518]

TR2—You couldn't do better than take immediate delivery model of the latest Triumph sports 4-seater with occasional seat, colour green, current market value for your present saloon or sports car subject to inspection. [0893/R]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008]

VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms—4-6, Berkeley Sq., W.1. Grosvenor 4326.

PARTS and service: Western Ave., W.3. Acorn 4641. [0119/R]

VAUXHALL cars, immediate delivery of all models in full range of colours. [0119/R]

MANSFIELDS, Ltd., 17, Cornfield Rd., Eastbourne. Tel. 5003. [0167/R]

K MOTORS, Ltd., main dealers, all models immediate delivery, Bromley, Ray 3456. [0221/R]

EKEITH & BOYLE (Ldn.), Ltd., Terminal House, 90, Clapham Rd., S.W.3 (close to Oval Underground). [0127/R]

VAUXHALL main dealers, spares and service, Tel. Reliance 4211 (extension 10 or 19). [0808/R]

TRIUMPH

BURGE & INGLIS (MOTORS), Ltd.

TR3—B.R.G., occasional seats, immediate delivery; part exchanges, cars or motor cycles—Dudley Hill Lane, N.W.10. Willesden 4869. [N4017]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities. [01640/R]

BERKELEY Sq., London, W.1. Grosvenor 4343. [01640/R]

SMITH MOTORS OF DULWICH for Triumphs—10I, Barr Rd. S.E.2. New Cross 6611. [0645/R]

KJ MOTORS, Ltd.—N.W. Ken's leading Standard & Triumph area dealers, Bromley, Ray 3456. [0225]

TR2—We value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

TR2—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3056]

TR2—specialists, immediate delivery, part exchanges—Premier Motors, 295, Lewisham High St., S.E.15. Lee 1051. [N3083]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

IMMEDIATE delivery Triumph TR2 pre-Budget price, part exchange welcomed—Kirkeids Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128. [N2068]

ROWLAND SMITH'S for Wolseley. [0157/R]

EARLY delivery 4/44 and 6/90 saloons.

DART exchanges; confidential h.p. terms; open 9-7

week-days and Saturdays—Rowland Smith, Hampstead (Tube). N.W.3. Hampstead 6041. [0660/R]

CHEAM MOTOR & ENGINEERING Co., Ltd.

WOLSELEY specialists offer immediate delivery of the new Wolseley 6/90 and 4/44 saloons, b.c. facilities and exchanges—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R]

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Wolseley 4/44 and 6/90 for immediate delivery. [0157/R]

—D.J. Shepherd & Co. (Enfield), Ltd., 436, Ertford Rd., Enfield. Howard 1631. [N2009]

SMITH MOTORS OF DULWICH for Wolseleys—295, Ray Lane, S.E.15. New Cross 6767. [0316/R]

DODGE MOTOR Co., Ltd.—immediate delivery 4/44 and 6/90 models—Dorking 2256. [N1088]

LIVE FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401. offering: Wolseley 4/44 saloon, black, available early delivery; £893/17. [N2058]

JACE ROSE, Ltd. for your new Wolseley—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [N3056]

KDM & CHERRINGTON, Ltd.—immediate delivery of 6/90 saloon—9, Albemarle St., London, W.1. Grosvenor 5551. [N2054/R]

C. W. COLES, Ltd., official agents, offer early delivery of 4/44 and 6/90 models—18, Blunt St., south Croydon. Croydon 0074-5. [01393]

THE whole Wolseley range (at pre-increase prices)

amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

IMMEDIATE delivery new Wolseley 4/44 and 6/90 saloons with choice of colour; terms; exchanges—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 2255. [0366]

4/44 new saloon, choice of black or dark green spot lamp, screenwasher, delivery charges and number plates and saving over £60.—Chain of Ealing, Per. 4404. [N1043]

R. C. WIMBUSH, Ltd., Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities—18, Ears Court Rd., London, S.W.7. Ferrier 6401. [N1042]

MESES & MEBES, Ltd. (est. 1893)—Wolseley specialists for over 30 years, offer immediate delivery of 4/44 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040/6642. [N3012]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors—Rootes Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 2401. [0122/R]

MESES & MEBES, Ltd. (est. 1893)—Offer specialist service facilities for their full range of new cars; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040/6642. [N3012]

MARSTON MOTOR Co., Ltd., for new Jaguar, Stamford, Arundel, Armstrong, Triumph and Rover; sales and service facilities; hire purchase and insurance arrangements immediately; call "phone or write—Marston Motor Co., Ltd., Sta. 8000. [0178/B]

BRITAIN and back; the new car of your choice

Bought without purchase tax from £350 can await your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; same day delivery supplied from Steele Griffiths, Ltd., London, S.E.5, England. [0652/R]

NEW COMMERCIAL VEHICLES

BURGE & INGLIS MOTORS, Ltd.

MORRIS ½ ton van, Austin A30 van, Standard 6 cwt van; all new, unregistered; immediate delivery; terms; part exchanges, cars or motor cycles—Ludden Hill Lane, N.W.10. Willesden 4869. [N4017]

NEW A30 van from stock—T. & F., 10, Winchester Mews, N.W.3. Tel. 6158. [01353]

AUSTIN ½ ton van from stock; exchanges—Hillier & Sons, Ltd., Faversham Hill 0333. [03814]

PRE-BUDGET price—Thames 30 cwt petrol van, sliding doors, in primer, £640/15; Austin A30 van, in grey, £400/2/9; Bedford 12/10 cwt van, in primer, £494/18/2; Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenmantle 3333. [N1083]

WOLSELEY

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase—12, Berkeley St., W.1. (Mayfair 5951). 12, Chelsea Manor St., S.W.3. (Finsbury 8161). 399, London Rd., Croydon (Thornton Heath 4863.) [N4046]

EPSOM.

THE WOODCOTE MOTOR Co., Ltd.

TWOLSELEY distributors.

TELEPHONE Epsom 1234. [0660/R]

GAVIN FAIRPAX, Ltd.

TEL. WENTWORTH SERVICE GARAGE, Virginia Water, Surrey. Tel. Wentworth 5154-5. [N2099]

H. BEART & Co., Ltd.

TWOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloons. Hire purchase facilities; part exchange—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081]

ROWLAND SMITH'S for Wolseley.

EARLY delivery 4/44 and 6/90 saloons.

DART exchanges; confidential h.p. terms; open 9-7

week-days and Saturdays—Rowland Smith, Hampstead (Tube). N.W.3. Hampstead 6041. [0660/R]

CHEAM MOTOR & ENGINEERING Co., Ltd.

WOLSELEY specialists offer immediate delivery of the new Wolseley 6/90 and 4/44 saloons, b.c. facilities and exchanges—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R]

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Wolseley 4/44 and 6/90 for immediate delivery. [0157/R]

—D.J. Shepherd & Co. (Enfield), Ltd., 436, Ertford Rd., Enfield. Howard 1631. [N2009]

SMITH MOTORS OF DULWICH for Wolseley—295, Ray Lane, S.E.15. New Cross 6767. [0316/R]

DOUGLAS MOTOR Co., Ltd.—immediate delivery 4/44 and 6/90 models—Dorking 2256. [N1088]

LIVE FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401. offering: Wolseley 4/44 saloon, black, available early delivery; £893/17. [N2058]

JACE ROSE, Ltd. for your new Wolseley—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [N3056]

KDM & CHERRINGTON, Ltd.—immediate delivery of 6/90 saloon—9, Albemarle St., London, W.1. Grosvenor 5551. [N2054/R]

C. W. COLES, Ltd., official agents, offer early delivery of 4/44 and 6/90 models—18, Blunt St., south Croydon. Croydon 0074-5. [01393]

THE whole Wolseley range (at pre-increase prices)

amongst the 100 cars at British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027]

IMMEDIATE delivery new Wolseley 4/44 and 6/90 saloons with choice of colour; terms; exchanges—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 2255. [0366]

4/44 new saloon, choice of black or dark green spot lamp, screenwasher, delivery charges and number plates and saving over £60.—Chain of Ealing, Per. 4404. [N1043]

R. C. WIMBUSH, Ltd., Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities—18, Ears Court Rd., London, S.W.7. Ferrier 6401. [N1042]

MESES & MEBES, Ltd. (est. 1893)—Wolseley specialists for over 30 years, offer immediate delivery of 4/44 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mill 2040/6642. [N3012]

MARSTON MOTOR Co., Ltd., for new Jaguar, Stamford, Arundel, Armstrong, Triumph and Rover; sales and service facilities; hire purchase and insurance arrangements immediately; call "phone or write—Marston Motor Co., Ltd., Sta. 8000. [0178/B]

BRITAIN and back; the new car of your choice

Bought without purchase tax from £350 can await your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; same day delivery supplied from Steele Griffiths, Ltd., London, S.E.5, England. [0652/R]

NEW COMMERCIAL VEHICLES

BURGE & INGLIS MOTORS, Ltd.

MORRIS ½ ton van, Austin A30 van, Standard 6 cwt

van; all new, unregistered; immediate delivery; terms; part exchanges, cars or motor cycles—Ludden

Hill Lane, N.W.10. Willesden 4869. [N4017]

NEW A30 van from stock—T. & F., 10, Winchester

Mews, N.W.3. Tel. 6158. [01353]

AUSTIN ½ ton van from stock; exchanges—Hillier

& Sons, Ltd., Faversham Hill 0333. [03814]

PRE-BUDGET price—Thames 30 cwt petrol van, sliding doors, in primer, £640/15; Austin A30 van, in grey, £400/2/9;

Bedford 12/10 cwt van, in primer, £494/18/2; Brew

Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fren-

mantle 3333. [N1083]

WILLYS (Cars and Jeeps), Sole Concessionaires—

Steel Griffiths, London, S.E.5. Tel. 0612/R. [N1083]

PARTS & ACCESSORIES, REPAIRERS, ETC.

Axleshafts

AXLESHAFTS and crown wheels and pinions; almost all types in stock, new and a.h.; very keen prices.
WARD'S MOTOR STORES, Wallasey. Tel. 4151.

ELPHANT MOTORS, Ltd., Axleshafts, London's largest stockists of all makes. Can we help you?
CROWN wheels and pinions, large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0608/R]

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7. Front and rear, repaired, straightened, heat treated, etc.—56, High St., Wimbledon. [0526/R]

CROWN wheels and pinions, N.R. for Morris 950 pair; Ford 8-16; Hillman Minx 65-6; 85-8; Austin 8-16; Standard 10-12; Vauxhall 65-6; Witham's 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R]

1500 all type crown wheels and pinions and 5,000 1500 axleshafts available, new or second-hand; parts despatched c.o.d.; complete guaranteed cash refunded.—W. Ward's & Son, Lockford Lane Garage, Southgate, Chesterfield. Tel. 4615. [0223/R]

Ball Bearings

DELIVERY from stock of all replacement bearings for British, American and Continental Cars.—**A**UTOMATIC Replacement Division K.G.S. Bearing Co., Ltd., Macrone Rd., Green Lane, Tettenhall, Wolverhampton. Tel. Wolverhampton 51052/R 52260. Telegrams: Kages, Wolverhampton. [0903/R]

BALL and roller bearings, all types and sizes, largest stockists, lowest prices; same day despatch.—Claude Roy Bearings, 395-721, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). [0903/R]

Batteries, Chargers, ETC.

60/-—120/- 50/- 6v. allowance for your old battery on listed price brand new battery; immediate service, collection and delivery.—Rogers Battery Service, Ltd., Fortis Green, N.2. Tudor 4534. [1517/R]

44/6—Balham Hill, Down in price again!—Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R]

CAMERON'S battery exchange service, new, guaranteed, low-priced, ready-charged units; all types stocked; open 9-6 Monday to Saturday.—21, Whitehorse Rd., W. Croydon. Tel. 10878.

BATTERIES.—Part exchange your old battery to our B or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appraised; hours 8.30-5.30. Open all day Monday to Saturday, 12 months, 6-volt from 44/6, 12-volt from 44/6.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R]

Brakes, Cables, ETC.

THOS. RICHFIELD & SON, Ltd.

BRADFORD Place, London, W.1. Estab. 1938. Tel. 0402 (5 lines).

RICHFIELD brakes, cables, England's leading manufacturers of replacement brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired, only genuine Bowden materials used, send for 1956 trade list. [0609/R]

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GZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6282 (3 lines). [0833/R]

SU.

CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLOL distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5261 (4 lines). It will be appreciated if you will "phone for an appointment. [0655/R]

FORGE GARAGE (PETERSHAM), Ltd.

ZENITH carburetor stockists—Replacement units available for all standard makes.—For details—

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Richmond. Tel. Richmond 1854. [M201/R]

BRADSHAW Turbo Atomiser saves up to 20%, send for details.—

BRADSHAW ENGINEERING Co., 425, Redditch Rd., Birmingham 30. [0999/R]

COX-ATMOS economist ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R]

WATSON & CO. (LIVERPOOL), Ltd.—Auto Electric, Leopold, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

SU. and A.C. fuel pumps, prompt postal service. [0103/R]

SU.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post, rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R]

ZENITH Solex S.U. new and replacement units and spares—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.3. Tulse Hill 3434 (4 lines). [0223/R]

OFFICIAL Zenith Stromberg, Solex and S.U. agents; largest stock of carburetors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Line St. Garages ("pool"), Ltd., Bolton St., Liverpool, 3. Royal 5232-33. [0232/R]

Car Covers (waterproof)

SILVERNOIL car covers; new process P.V.C. silver mounting, strong, durable, 100% waterproof, sealed waterproof seams, reinforced eyeletting; light in weight, easy to handle. 8ft by 9ft 27/6; 12ft by 9ft 37/6; 15ft by 12ft 57/6; 18ft by 12ft 72/6; 20ft by 13ft 90/-. post free.

Car covers (tarp. sheets).

SHAPED covers made from white superfine Egyptian cotton, dust proof, tear resistant; will completely ensheathe Vauxhall Velox or similar "tea cosy" fashion, post free 45/-; trade and bulk purchase quotes welcome.—Briggs, 88, Forest Hill, London, E.7. Larkwood 2700. [0521/R]

COSYLOK car covers, the only lockable car cover; efficient, reliable, economical, in 3 grades; call or write.—240, Old Brompton Rd., S.W.5. [0427/R]

WEATHERPROOF covers solve car protection problem cheaply and easily.—For free folder write Southbourne Accessories (A), 18, South Ealing Rd., London, W.5. [0470/R]

Chromium Plating

CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years, keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1885; 35, Clerkenwell Close, London, E.C.1. [0121/R]

CHLFRE—Crankshaft grinding, line boring, bearing resurfacing, remodelling, reborning, sleeveing, surface grinding; piston stockists, exchange shock absorber service.—2, Goldhawk Mews, Shepherd's Bush, W.12. Tel. Shepherd's Bush 6518. [0368/R]

HEADLAMP reflectors heavily electro-plated 100% silver guaranteed; 5/- each; mirror finish; post and packing 1/- each; cork seals 6d each; day return by registered post. Send with P.O. to R. E. Facker, 169, Bowldown Rd., Bristol. 8. [0308/R]

Cylinder Blocks

REPAIRED without distortion by electric deposition at 60 Fahr.—no dismantling except for internal fractures; twice the strength greater than original repair guaranteed process as approved by A.A. and R.A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17 Bowldown 5134. [0202/R]

CYLINDER GRINDING, ETC.

EWDWARDS CYLINDER REBUILDERS—Pistons, re-steeling with Cromarci or Vacrit liners, cylinder heads surface ground, flywheels, gears fitted.

CRANKSHAFT grinding—Shell bearings, main bearings, ring retainers and line bored, connecting rods resurfaced, valve inserts, valves refaced, brake drums refitted or reground.

DUAPLEX, Oilmaster and Cord rings fitted 24 hrs. service.—Edwards & Staff, Ltd., 110, Northfield Ave., Ealing W.13. Tel. 7138/5444. [0781/R]

REBORING IN YOUR OWN GARAGE by Van Norman—Ring 4226—Postage 340/- for inclusive quotations. Maycroft Motors, Tremlett Place, Tremlett Grove, N.19. [01937/R]

J. AUSTIN & SONS, Ltd., specialists in cylinder re-boring and sleeveing, crankshaft grinding, line boring, con rods remanufactured, 24-hour service; valve inserts; bushes, main and connecting rods, re-bored, all types of engines reconditioned including diesel; collection and delivery; trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R]

Electrical Equipment

ELECTRIC generating plants for house, farm or factory; from 12v battery chargers to 200kva units; separate 12 and 24v D.C. dynamos, cut-outs, regulators; generators and alternators up to 1500-W in stock.

POWERCO, Ltd., York Rd., London, S.W.18. Van Dyke 5234. [0782/R]

CLARE'S MOTOR WORKS—Second-hand and reconditioned—carburetors, starters, dynamos, magnetos, distributors and S.U. pumps, quotations for repairs or replacements.—Clare's Motor Works, 260, Knight's Hill, West Norwood, S.E.27. [0149/R]

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock. Ford factory reconditioned 8hp and 10hp exchange engines; also exchanged 722hp V8, 30bhp, V8 320hp Canadian, 120bhp Mercury, 200bhp 8hp, 10hp and 30hp engines, exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-8. [0005/R]

ROLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engines or supply replacement for certain series—Danvers St., Chelsea, S.W.3. Flas. 2223. [M1082/R]

CONNECTING rods, most makes from 2,000,000 damaged cars.—Motolympia, Welshpool (Tel. 2027). [0040/R]

JAGUAR 1947-48 1½-litre engine, in good order for reconditioning; view London; £30 or offer. [0149/R]

HUMBER 16/50 engine and gear box; no reasonable offer refused.—Barber, 40, Edge Lane, Manchester, 21. [0524]

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301 and 7321. [0121/R]

AUSTIN 7 reconditioned engines; 3-bearing 236.2/2 bearing £34/10; engines forwarded against returnable deposit; trade supplied.

B&**H** MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2351/2. [M1020/R]

HUMBER, Hillman and Commer engine specialists; reconditioned Minx £26; Humber Super Snipe £50; factory reconditioned engines for all models from stock.

R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulton, Surrey. Uplands 3637. [0718/R]

Engines and Accessories

BEAUTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley, reconditioned factory exchange units series II and III.—Kingston 3548. [0407/R]

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134.—Manufacturers' reconditioned engines Austin post-war and Morris 8 from stock.

EXCHANGE engines for all Wolseley models.—Eustace Watkins, Ltd., Chelsea Manor St., London, S.W.5. Flas. 8181. Sole London distributor of Wolseley cars. [0278/R]

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed.—Engineering Co., Ltd., 14, Princes Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466-7. [0274/R]

GUARANTEED reconditioned replacement engines: Ford 8-10, £22; Morris 8, Standard 8, Austin 8, 225; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 22/8; 10/12; Austin 10, Vauxhall 10/M, £32/10; Ford V8 22, 30, 32p. £28. Vauxhall Velox, £36. Arrived—Ruthers, Eastern Avenue, Romford 2553. [0105/R]

Engine and Accessories Wanted
A 16, 20 sports engine wanted, fit for reconditioning.—Campbell Symonds, Wembley 6262. [W1037]

Garage Equipment

VAN NORMAN boring bars, model 944/s, motorized 415/5, 30/s, as new; £125.-1023, Garratt Lane, S.W.17. Wim. 6341.

AIR compressors, tanks and accessories at far below list price—Teddington Engineering, 29-31, High St., Teddington, Middlesex. Kingston 1195. [0369/R]

TECALIMITE 2-gun washer, 400-440v, 3-ph, 86 seconds; actions flooring, Laycock foam dispenser, all unused; garage free standing. Price: £2500.—White Hart Garage, St. Austell. Tel. 3444. [0461]

WE specialize in ex-Government hydraulic trolley jack; up to 9 tons, serviced and tested; brand new ex-Ministry trolley 3-ton chain blocks.—Kinderleigh, E. Estate Office, High Legh, Knutsford. Tel. Lynton 417. [0958/R]

Gear and Steering Boxes

ARCOT ENGINEERING, Ltd.

PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange service.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0121/R]

GUARANTEED second-hand gear boxes, all makes and models, 1-7 days' approval against cash.

W. M. MCINTOSH & SON, Lockford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0222/R]

ODD gear wheels from hundreds of gear boxes and quantities of preselector fittings.—Write "Motolympic," Oswestry.

J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulton, Surrey. Uplands 3637. [0783/R]

STEERING nuts supplied for all types of cars, steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0744/R]

STEERING boxes, reconditioned or exchange units sold singly or made to pattern (fitted with immovable steel bush); Foxley Garage, Is., Elliott Rd., S.W.9. Hillside 2704. [0933/R]

GEAR box specialists, preselector, synchronesh, overdrive, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [M4100]

GONDAR MOTORS, Edgware Rd. (N. Staples Corner), London, N.W.2. Gladstone 8716/2358. [01400]

RECOITIONED exchange gear boxes for most makes supplied; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineers, 3-7, Peckham Mews, London, W.1. Baywater 0577/8514. [0040/R]

HOODS, SCREENS, CELLULOSE, ETC.

FREEMAN hood-reverses, tonneau covers, upholstery, carpets, side-screens, tonneau covers special—Freeman 108a, Park Rd., N. W., Bolso Bridge Rd., Acton, W.3. Acton 1214. [01075/R]

SALMONS GARAGES, Ltd.—Fourseone coupe and convertible body specialists, hoods recovered and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple 8888. [01029]

HOODS, sidescrubs, tonneau covers, interior trim. Mews, Salem Rd., Baywater, W.2. Open to 7 p.m. and Sat. 8 a.m. 7119. [01059/R]

SIDE SEATING AS/TH. Thanes, Millman, suppliers of all trimming materials.—Knightsbridge of North Street, Carlton, Sat. 6 p.m. Wallington 6567. [0077/R]

JACK BARCLAY (SERVICE), Ltd.—Recelulosing and trimming work, including hoods and carpets; we shall primarily be undertaken in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make.—Dare et al., Chelsea, S.W.3. Flas. 2223. [M1022/R]

"PAINT Spraying Handbook" covers car paint spraying, masking, touching in, etc. 5/6. post free; complete set of cellulose, lacquer, paints and allied material for brush and spray; free; complete spray paint and polishers hired on daily basis.—Leonard Brooks, Ltd., 19, Oak Rd., Harold Wood, Romford, Ingolmire 2560. [0768/R]

Independent Suspensions

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7.

EnGLISH types, strengthened, crack detected, etc.—56, High St., Wimbledon. [01996/R]

AND STYLING IMPROVEMENTS front suspension and shock absorber reconditioned and guaranteed, f.s.s. from £7; s.a. from £8/-; exchanges; prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey. Thos. 4712. [01714/R]

FORD MOTOR, Ltd., independent front suspension types; greatly improved comfort, roadholding and safety; conversion units supplied ready for fitting; £26/10; immediate delivery; send for details.—North Downs Eng. Co., Westway, Caterham, Surrey. [0139/R]

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BUSINESS AND PROPERTY

CENTRAL BRADFORD.—Large lofty premises, 1,000 yds. area, suitable multi-storey parking garage or similar. Waterhouses, Britannia House, Bradford, Tel. 22622. (5 lines). [5142]

GARAGE and Filling Station. Bournemouth area, A35 main road to West; gallonage 60,000, turnover £20,000 p.a.; house included, all freehold, £13,000; details on request.—Box 1389. [4745]

GARAGE, filling station, throughput 20,000 gallons, main trunk road, 1 hour from London, local population 12,000. Vauxhall/Bedford area dealers, traders, dooms, scope, owner going abroad; £17,500, s.v.v.; house—details on request.—Box 1758. [5336]

GREEN & MCLUCKIE, specialist agents for the sale of motor vehicles and fittings, offer a selection of garage businesses in all parts. Details upon application, stating exact requirements.—303/305, Caledonian Rd., London, N.1. Tel. North 6366-7-8. [M2101]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.3. Tel. Hampstead 46142. [R046/R]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and receivers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements to—, Dover St., Piccadilly, London, W.1. Tel. Hyde Park 9328-9. [M1047]

GARAGE/FILLING station: Main London/Bognor Regis road, excellent road frontage, 4 electric pumps, trade £35,000 p.a., small detached bungalow, 2 bedrooms, lounge, bathroom, etc., excellent brick-built garage, established throughout 21 years lease, price to include all equipment, goodwill, etc.—£6,500, s.v.v. [5136]

APPLY Stevens & Co., Arcade Chambers, Bognor Regis. Tel. 991.

FILLING station with Cafe, main Bath Road (A4), near London Airport; modern station, house and cafe seating 40; 4 beds; 2 gas kit., bathroom; extensive garage, workshop, showroom, etc., gallonage 30,000 increasing; retail dealer one of Britain's largest manufacturers; 21 years' lease at £550 per annum; s.v.v.; £6,500 to include equipment, fixtures and fittings.

MORGAN, BAINES & BLACKFORD. Opposite Rail-

way Station, Sutton, Surrey. Vigilant 6606-7-8-9. [M541]

FILLING station, garage, established 35 years, all

newly built property, super main trunk site 40 miles London, sweeping modern 165ft frontage, 20-car

showroom, workshop 3,000 square feet; audited

throughput 148,000 gallons, not included, etc., gallonage

30,000 increasing; retail dealer one of Britain's largest

manufacturers; 21 years' lease at £550 per annum;

s.v.v.; £6,500 to include equipment, fixtures and fittings.

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MORGAN, BAINES & BLACKFORD. Opposite Rail-

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BUSINESS AND PROPERTY

The engagement of persons answering these advertisements must be made through the local offices of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-58 inclusive, unless he or she or the employer is excepted from the provisions of the Notifications of Vacancies Order, 1954.

HERTFORDSHIRE main dealers require car sales-

man—Waters of Hatfield. [4256]

EXPANDING company in W. London suburb has fol-

lowing vacancies:

SENIOR new and used vehicle salesman.

FOREMAN fitter, top rate with excellent prospects.

PANEL beater, first class man required, able to take

charge.

CELLULOSE sprayer, good rate and conditions.

LADY driver/cleaner for showroom.—Box 1566. [C1113]

MOTOR fitters, skilled, required, top rate, per-

manent position; bonus.—174-176, Sheen Rd., Richmond 4322.

HOTELS, ETC.

TORQUAY.—Aberfeldy Hotel, Lower Warberry Rd.; board residence; s.v.v. for brochure; early late holidays.—Tel. 4928. [3047]

CORNWALL.—Fernlea Guest House, St. Just, Penzance, near Sennen Cove.—Brochure s.v.v. [3741]

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COMPETENT motor salesman required; must have experience in new and second-hand sales; good prospects, but given if required in housing.—W. W. WATKIN, Ltd., 116, Shortmead St., Biggleswade. Tel. 2217-8. [4655]

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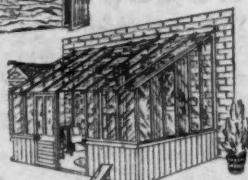
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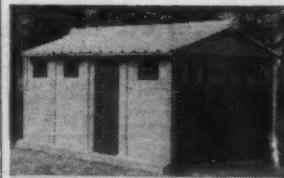
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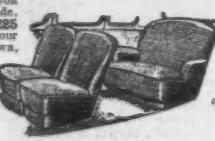
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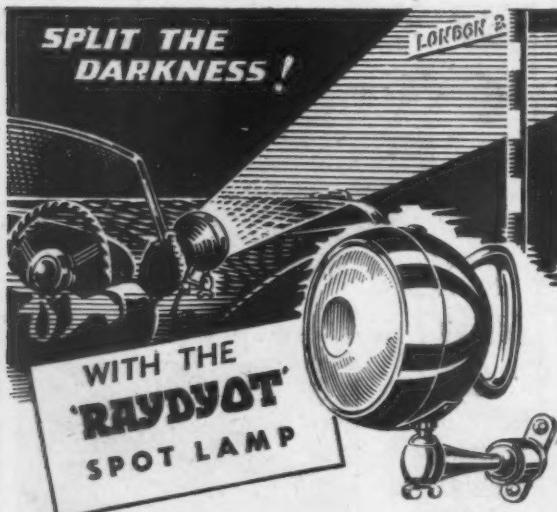
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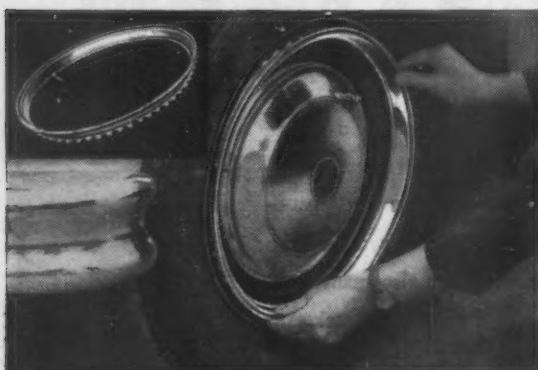
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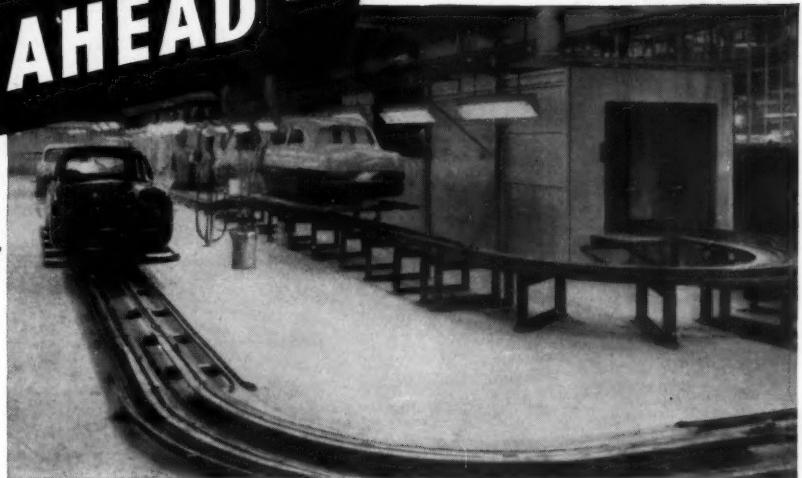
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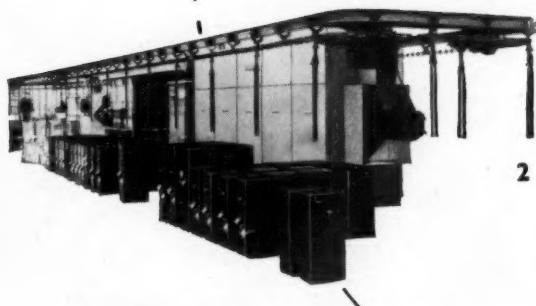
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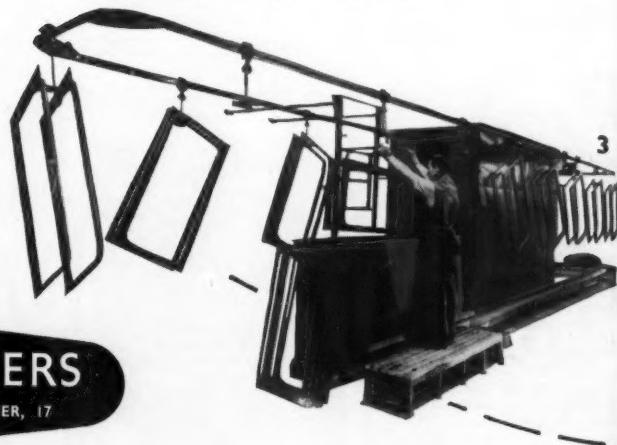
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